Florida Department of Transportation
District 7

DESIGN-BUILD MAXIMUM PRICE REQUEST FOR PROPOSAL for I-75 (SR 93) From North of CR 54 to North of SR 52 Pasco County

Financial Projects Number(s): 258736-2-52-01
Federal Aid Project Number(s): 0751 186 I
Contract Number: E7I24

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ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

Project Advertisement
Design-Build Bid Blank (Form 375-020-17)
Design-Build Bid Proposal Form (Form 700-010-65)
Design-Build Bid or Proposal Bond (Form 375-020-34)
Design-Build Proposal Of (Form 375-020-12)
Design-Build Utility Agreement (Form 710-010-19)
Division I Design-Build Specifications (Revised April 20, 2013)
Special Provisions

- Section 109, Engineer's Field Office
- Section 105, Contractor Quality Control General Requirements
- Section 455, Structures Foundations

Modified Special Provisions

- Electrical Power Service Assemblies (Revised April 20, 2013)

Value Added Specifications

- Section 475, Value Added Bridge Components
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Access Management Review Committee Meeting (March 25, 2009)
Access Management Review Committee Meeting (August 31, 2011)
Access Management Review Committee Meeting – Pilot/Flying J (April 25, 2012)
Access Management Review Committee Meeting – WREC (April 25, 2012)
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SWFWMD Permit Modification No. 43040738.002 Plans (June 7, 2013)
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Embankment Resilient Modulus Pavement Design Memorandum (September 18, 2006)
Resilient Modulus Recommendation – Existing Pavement (February 5, 2013)
Right of Way Acquisition Schedule (July 23, 2013)
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Right of Way Control Survey (WPI-SEG 258736-1)
Right of Way Control Survey (SPN 14140-2401)
Right of Way Control Survey (SPN 14120)
Right of Way Maps (Revised October 3, 2012)
Right of Way Maps (Revisions Through April 29, 2013)
Right of Way Maps (Revisions Through May 17, 2013)
Asbestos Survey Report, Bridge No. 140053 (March 7, 2012)
Asbestos Survey Report, Bridge No. 140054 (March 7, 2012)
Asbestos Survey Report, Bridge No. 140055 (March 7, 2012)
Asbestos Survey Report, Bridge No. 140056 (March 7, 2012)

Asbestos Survey Report, Bridge No. 140057 (March 7, 2012)
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Contamination Impact Certification (September 18, 2012)
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ITS Minimum Technical Requirements (June 17, 2013)
ITS Construction Checklist (February 2013)
ITS Design Guidelines Checklist (February 2013)
Selective Clearing and Grubbing Plans (February 15, 2013)
Standard for Design and Construction, Pasco County Utilities Department (2006)
Type 2 Categorical Exclusion (PD&E – November 27, 2000)
Final Comments and Coordination Report (PD&E – December 2000)
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Final Contamination Screening Evaluation Report (PD&E – December 2000)
Final Cultural Resource Assessment Survey Report (PD&E – December 2000)
Final Geotechnical Report (PD&E – October 29, 1997)
Final Interchange Modification Report (PD&E – October 2000)
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Final Pond Siting Report (PD&E – December 2000)
Final Preliminary Engineering Report (PD&E – December 2000)
Final Typical Section Report (PD&E – June 2000)
Final Wetland Evaluation Report And Biological Assessment (PD&E – December 2000)
Design Change and Right of Way Acquisition Reevaluation (Reevaluation – July 11, 2012)
Design Change and Construction Reevaluation (411014-1 Reevaluation – March 13, 2013)
Historic Resources Survey Update Technical Memorandum (Reevaluation – November 2011)
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Traffic Noise Re-analysis (June 4, 2008)
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Cultural Resource Assessment Survey Technical Memorandum (Reevaluation – April 2012)
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Cross Drain Repair Tables (May 10, 2013)
Highway Beautification Policy (May 15, 2013)

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation.

The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

Advanced Utility Coordination Documentation (May 14, 2013)
As-built Plans (FP ID 421504-1-52-01)
As-built Plans (SPN 14140-3401) (*Exempt Document)
As-built Plans (SPN 14140-3402) (*Exempt Document)
As-built Plans (SPN 14140-3422)
As-built Plans (FP ID 258746-1-52-01)
As-built Plans (FP ID 416727-1-52-01)
As-built Plans (FP ID 407233-7-52-01)
Base Clearance Water Elevation Report, Volume 1 of 2 (December 2007)
Base Clearance Water Elevation Report, Volume 2 of 2 (December 2007)
Box Culvert Design Calculations (September 2012)
Bridge Design Calculations (May 2012)
Bridge Development Report (December 11, 2007)
Bridge Development Report Addendum
Bridge Geotechnical Report – 90 Percent (April 26, 2012)
Bridge 140052 Inspection Report (January 2, 2013) (*Exempt Document)
Bridge 140053 Inspection Report (January 3, 2013) (*Exempt Document)
Bridge 140054 Inspection Report (January 2, 2013) (*Exempt Document)
Bridge 140055 Inspection Report (January 2, 2013) (*Exempt Document)
Bridge 140056 Inspection Report (January 3, 2013) (*Exempt Document)
Bridge 140057 Inspection Report (January 3, 2013) (*Exempt Document)
Bridge 140052 Load Rating Calculations (July 27, 1992) (*Exempt Document)
Bridge 140053 Load Rating Calculations (September 13, 2010) (*Exempt Document)
Bridge 140054 Load Rating Calculations (July 27, 1992) (*Exempt Document)
Bridge 140055 Load Rating Calculations (July 27, 1992) (*Exempt Document)
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Bridge 140057 Load Rating Calculations (July 27, 1992) (*Exempt Document)
Bridge Pile Driving Records (*Exempt Document)
Business of Beautification (Bold Vision for Florida's Highway Beautification Program)
Community Awareness Plan (November 2005)
Conceptual Design Plans CADD Files
Conceptual Design Plans – Landscaping (February 15, 2013)
Conceptual Design Plans – Landscaping, Sheet 1 (Revised June 5, 2013)
Conceptual Design Plans – Lighting (October 2012)
Conceptual Design Plans – Roadway (October 9, 2012)
Conceptual Design Plans – Roadway (Partial) (April 10, 2013)
Conceptual Design Plans – Signalization (October 2012)
Conceptual Design Plans – Signing and Pavement Marking (October 2012)
Conceptual Design Plans – Structure (October 8, 2012)
Conceptual Design Plans – Structure, Existing Bridge Plans (*Exempt Document)
Design-Build Utility Agreement (Pasco County), including Appendix A - of Assurances and Appendix B - Changes to Forms Document (Draft)
Design Survey CADD Files
Design Variation – Border Width (Approved December 13, 2012)
Design Variation – Vertical Alignment (Submitted October 4, 2012)
Draft Alternative Stormwater Management Facility Report, Volume 1 of 2 (July 2010)
Draft Alternative Stormwater Management Facility Report, Volume 2 of 2 (July 2010)

Draft Alternative Stormwater Management Facility and Floodplain Compensation Site Report – Pasco Town Centre (July 2010)
Drainage Design Documentation Volume 1 (April 2013)
Drainage Design Documentation Volume 2 (October 2012)
Drainage Design Documentation Volume 3 (April 2013)
Drainage Design Documentation Volume 4 (September 2011)
Drainage Design Documentation Volume 5 (October 2012)
Environmental Support Document for SWFWMD ERP (October 2011)
Geotechnical Wall Report – 90 Percent (May 22, 2012)
Lighting Design Analysis Report (October 2012)
Pavement Design Package – SR 52 (Approved April 6, 2010)
Pavement Design Package – SR 93 (Approved March 27, 2009)
Pavement Design Package Format
Pavement Type Selection Report (Approved March 13, 2009)
Report of Geotechnical Services for Miscellaneous Structures (May 22, 2012)
Roadway Design Documentation and Calculations (October 9, 2012)
Roadway Soil Survey Report – 90 Percent (October 2, 2012)
SR 52 (FP ID 256243-2-52-01) Phase II Submittal Plans (April 2, 2013)
Subsurface Utility Engineering Data CADD Files
Traffic Noise Model Files (December 2012)
Typical Section Package – Initial (November 6, 2007)
Typical Section Package – Update (October 4, 2012)
Typical Section Package – Amended (April 15, 2013)
Utility Work Agreement (Preliminary Engineering) – Pasco County (October 18, 2012)
Utility Work Order Change No. 1 (Preliminary Engineering) – Withlacoochee River Electric Cooperative (August 28, 2012)
Utility Work Order Change No. 1 (Preliminary Engineering) – CenturyLink
Ossie Murphy Road Memorandum (March 12, 2013)
FP ID 254677-1-52-31 ITS Final Design Plans (FY 2012)
410909-4-52-01 Draft ITS MTR (March 20, 2013)
410909-9-52-01 ITS Plans (Revision 4 - February 10, 2012)
FP ID 410909-9-52-01 ITS Plans (Revision 10 - May 13, 2013)
407233-7-52-01 ITS Plans (Revision 4 - June 6, 2011)
Pasco County Utilities Services – Utility Relocation Plans (March 21, 2013)
Bridge Protective Assembly Details
Crash Data – I-75
Crash Data – SR 52
Design-Build Utility Agreement, Pasco County Utilities (June 18, 2013)
Draft Utility Work Agreement, Bright House Networks
Draft Utility Work Agreement (Preliminary Engineering), Bright House Networks
Utility Work Agreement, Preliminary Engineering - Bright House Networks (July 11, 2013)
Utility Work Order, Change No. 1 - CenturyLink (June 18, 2013)

*Requires Completed Exempt Documents Request Form (Form 050-020-26)

I. Introduction

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for improvements to I-75 (SR 93) from north of CR 54 to north of SR 52 and improvements to SR 52 from west of Old Pasco Road to east of Corporate Lake Boulevard in Pasco County. Improvements will include roadway, drainage, bridges, walls, miscellaneous structures, signing and pavement marking, signalization, intelligent transportation systems, lighting, geotechnical, landscaping, utilities, subsurface utility engineering, public involvement and environmental permitting.

I-75 is a four-lane divided, rural principal arterial highway with design and posted speeds of 70 miles per hour. It is also part of the National Highway System and Florida's Strategic Intermodal System (SIS), and is a designated hurricane evacuation route. Within the project limits there is a diamond interchange at SR 52 that includes signalized intersections where the ramps connect to SR 52. I-75 is designated Access Management Classification 1 ("Freeway").

SR 52 is a two-lane undivided, rural principal arterial highway, however medians and auxiliary lanes are present within the vicinity of the interchange at I-75. The design speed within the limits of the improved urban typical section will be 45 mph and the posted speed will be 45 mph in the eastbound direction and 40 mph in the westbound direction. Rural transition sections on each end will have design and posted speeds of 55 mph. SR 52 is designated Access Management Classification 3 ("Restrictive") and is a hurricane evacuation route within the project limits.

For the purpose of bidding, the Department has established a maximum price of $79,169,652.00, which includes a maximum price of $2,288,924.00 for the Pasco County Utilities work. This amount is not the Department's official cost estimate for the work but is the maximum price constraint established for this contract. Submission of a bid under the maximum price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount. For this contract, the Department will reject as non-responsive any Price Proposal in excess of the maximum price amount shown above and the Design-Build Firm will not be considered for Final Selection.

During preparation of the bid, if concerns regarding the Department's maximum price and/or the Pasco County Utilities work maximum price arise, submit a letter of maximum price concern to John D. Ellis by June 27, 2013. The Department will review the letter of maximum price concern and determine its next course of action. This process is established to provide the opportunity for Design-Build Firms to express maximum price concerns prior to submission of a Proposal.

Each Design-Build Firm is to develop design approaches with corresponding schedules in accordance with the scope described in the RFP that can be designed and built without exceeding this maximum price. If notified of a concern with the maximum price amount, the Department may modify the scope.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) Proposal process, as described herein, prior to the information cut-off date. For this Project, the Department considers the following to be requirements of the Project that are not to be changed by the Design-Build Firms: Type 2 Categorical Exclusion commitments, minimum median width, requirement for median barrier on I-75, previously approved Typical Section Package elements (lane widths, shoulder widths, travel lane pavement cross slopes, mainline design speeds, design life duration), Pavement Design Package parameters (design life duration, design LBR, resilient modulus, 18 kip ESAL analysis projections, milling depth recommendations), prohibition of the use of Mechanistic-Empirical Pavement Design Guide for pavement design, access

management and property access requirements, southbound I-75 through-lane widening requirements/limitations from Station 1101+60 to Station 1209+40, clearing and grubbing limitations on the west side of I-75 from approximately Station 1101+60 to approximately Station 1209+40, except as specifically modified by the RFP and associated addenda.

The Department has established the following project goals (presented in order of priority):

1. Add capacity, safety and mobility to the corridor within the limits described.
2. Minimize the inconvenience to the travelling public.
3. Meet all project commitments.
4. Compatibility with the Future Configuration, as defined by this RFP.

The Department is in the process of acquiring right of way for the Project. Information regarding the location of the parcels to be acquired and the acquisition schedule can be found in the Right of Way Acquisition Schedule (see Attachments). The parcels to be acquired in the Right of Way Acquisition Schedule shall not be used for any construction activity or any other purpose until the Department has issued an applicable parcel clear letter or a Right of Way Certification for Construction.

It is the Department's intent that all Project construction activities be conducted within the existing right of way and within the right of way that the Department is in the process of acquiring per the Right of Way Acquisition Schedule. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional right of way that is not included in the Right of Way Acquisition Schedule. Any Technical Proposal that requires the acquisition of additional right of way shall not extend the contract duration as set forth in the RFP under any circumstances. The Department will have sole authority to determine whether the acquisition of additional right of way on the Project is in the Department's best interest, and the Department reserves the right to reject the acquisition of additional right of way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional right of way, the Design-Build Firm shall present such a proposal as part of the Alternative Technical Concept process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional right of way and the Design-Build Firm fails to present such a proposal as part of the Alternative Technical Concept process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires additional right of way, the additional right of way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, certified sketches and legal descriptions including area in square feet of any proposed additional right of way parcels. On a State-funded project, the additional right of way will be acquired by the Department in accordance with all applicable state laws. On a Federally-funded project, the additional right of way will be acquired by the Department in accordance with all applicable federal laws, specifically including, but not limited to, the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. All costs concerning the acquisition of additional right of way shall be borne solely by the Design-Build Firm. The Department will have sole discretion with respect to the entire acquisition process of the additional right of way.

If the Design-Build Firm's Technical Proposal requires additional right of way, the acquisition of any such right of way shall be at no cost to the Department, and all costs associated with securing and making ready for use such right of way for the Project shall be borne solely by the Design-Build Firm as a part of the Design-Build Firm's Lump Sum Price Bid. The Department will not advance any funds for any such

right of way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional right of way, regardless of cause or source.

The Department will provide to the successful Design-Build Firm an estimate of all costs related to the acquisition and use of the additional right of way for the Project. At the time the Design-Build Firm returns the executed contract to the Department, the Design-Build Firm shall provide the Department funds equal to the amount of the Department's estimate, along with a Letter of Credit approved by the Department in an amount equal to 100% of the Department's estimate. If additional funds beyond the Department's estimate are anticipated, the Design-Build Firm shall be solely responsible for all such costs and provide the same to the Department upon ten (10) days written notice from the Department. The Letter of Credit is for the purpose of securing the obligations of the Design-Build Firm with respect to the acquisition and use of the additional right of way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use the additional right of way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

Any additional right of way must be acquired prior to the commencement of any construction on the right of way proposed to be acquired. The Design-Build Firm waives any and all rights or claims for information, compensation, or reimbursement of expenses with respect to the Design-Build Firm's payment to the Department for costs associated with the acquisition of the additional right of way. The additional right of way shall not be used for any construction activity or other purpose until the Department has issued an applicable parcel clear letter or a Right of Way Certification for Construction.

If the Department's attempt to acquire the additional right of way is unsuccessful, then the Design-Build Firm shall provide an approved design for the Project within the existing right of way and the right of way shown to be acquired in the Right of Way Acquisition Schedule and will be required to complete the Project solely for the Lump Sum Price Bid, with no further monetary or time adjustments arising there from. Under no circumstances will the Department be liable for any increase in either time or money impacts the Design-Build Firm suffers due to the Design-Build Firm's proposed acquisition of additional right of way, whether or not the acquisition is successful.

Description of Work

The following improvements shall be included:

Construction of one additional through-lane in each direction of I-75 from Station 915+00 to Station 1269+80:

- Northbound – One lane shall be added.
- Southbound – One lane shall be added. From Station 1101+60 to Station 1209+40, the added lane shall be on the median side (left) of, and immediately adjacent to, the existing through lanes.
- The full typical section improvements shall be provided, at a minimum, northward to Station 1269+80.
- The Department will consider proposals that include a minimum vertical clearance of no less than the existing vertical clearance at the Bridge No. 140052 (Overpass Road over I-75). Vertical clearance less than 16'-6" shall require a design variation and the use of protective steel angles on the existing bridge beam flanges. The protective steel angles shall be similar to the Texas Department of Transportation Bridge Protective Assembly detail (see Reference Documents), and shall be subject to Department approval. Pier protection barriers shall be provided as applicable.

- The final typical section for the Project shall provide a minimum median width of 26 feet. The Project shall accommodate a future widening (Future Configuration) to eight lanes with a minimum median width of 26 feet. All lanes and shoulder widths shall comply with PPM criteria, at a minimum.
- A median barrier shall be provided for the entire length of I-75 within the Project. The barrier may be concrete barrier wall or modified thrie-beam guardrail. If modified thrie-beam guardrail is selected, the existing thrie-beam median guardrail may be retained or reset if it meets the requirements of the current Design Standards.
- No median openings shall be provided on I-75.

Work on existing through-lanes in each direction of I-75 from Station 915+00 to Station 1269+80:

- All existing through-lanes and shoulders that will remain at the completion of construction shall be, at a minimum, milled and resurfaced.
- Existing through-lanes shall be reconstructed or overbuilt, as necessary to meet RFP and criteria requirements, to achieve the required profile and pavement cross slope.
- Bridge No. 140056 (I-75 SB over abandoned railroad) and Bridge No. 140057 (I-75 NB over Abandoned Railroad) shall be removed and replaced with embankment and roadway. The superstructures and pile bent caps shall be removed in their entirety. The piles may be cut off below the bent caps, at no higher than 4 feet below the proposed I-75 mainline pavement finished grade, with the remainder of the piles left in the embankment.
- The final typical section for the Project shall provide a minimum median width of 26 feet . The Project shall accommodate a future widening (Future Configuration) to eight lanes with a minimum median width of 26 feet. All lane and shoulder widths shall comply with PPM criteria, at a minimum.
- Bridge No. 140054 (I-75 SB over SR 52) and Bridge No. 140055 (I-75 NB over SR 52) shall be removed and replaced to accommodate all required northbound and southbound I-75 lanes.
- New bridges shall be constructed to elevate all required I-75 northbound and southbound lanes, both current lanes and additional lanes, over future Ossie Murphy Road. The bridges shall provide an 80-foot wide minimum clear opening under I-75 from Station 1249+10 to Station 1249+90 with no intermediate bents. The end bents shall be perpendicular to the centerline of I-75. The bridges shall provide the required vertical clearance per the Plans Preparation Manual over a future roadway elevation of 97.60 feet. Final grading of the embankment under the bridges shall be at elevation 96.00 feet (minimum). An ATC proposal that includes an Ossie Murphy Road crossing location that differs from the stations stated above will not be approved by the Department. An ATC proposal that includes an Ossie Murphy Road bridge over I-75 will not be approved by the Department.

Reconstruction of the interchange at I-75 / SR 52:

- See Conceptual Design Plans – Roadway (see Reference Documents) for the required interchange configuration for the Project. The interchange requirements include the following.
    - The minimum median width shall be 26 feet. Lane and shoulder widths shall comply with PPM criteria.
    - Ramps shall include four single-lane diamond interchange ramps and one single-lane loop ramp for the westbound SR 52 to southbound I-75 movement. The single-lane loop

ramp shall be constructed as a two-lane loop ramp, but opened to traffic as a single-lane loop ramp.

- Construction of all striped-out pavement areas indicated in the Conceptual Design Plans – Roadway for I-75, ramps and SR 52 shall be included, but not opened to traffic.
- All roadway construction shall be within the footprint of the interchange depicted in the Conceptual Design Plans – Roadway. The Department will allow an eastward expansion of the roadway construction that does not exceed 12' outside the footprint on the east side of the interchange, contingent upon approval of a border width design variation. The interchange footprint is defined as the outer edge of travel of the ramps in the southbound direction from Station 1201+80 to Station 1240+95 and in the northbound direction from Station 1199+88 to 1248+53.

- The interchange design shall accommodate the development of all Future Configuration improvements. The Future Configuration includes:
  - All elements of the interchange configuration, as indicated in the Conceptual Design Plans - Roadway, shall be constructed in the Project.
  - All striped-out pavement areas indicated in the Conceptual Design Plans - Roadway for I-75, ramps and SR 52. These pavement areas shall be constructed in the Project, but not opened to traffic.
  - Future widening of I-75 to 8 lanes with a minimum median width of 26 feet, and complying with PPM lane width and shoulder width criteria.
  - All Future Configuration elements shall be accommodated within the footprint of the interchange depicted in the Conceptual Design Plans – Roadway. The Department will allow an eastward expansion of the roadway construction that does not exceed 12' outside the footprint on the east side of the interchange, contingent upon approval of a border width design variation. The interchange footprint is defined as the outer edge of travel of the ramps in the southbound direction from Station 1201+80 to Station 1240+95 and in the northbound direction from Station 1199+88 to 1248+53. The Future Configuration shall not require reconstruction or widening of ramps constructed by the Project.

Reconstruction/Widening of SR 52 from west of Old Pasco Road to east of Corporate Lake Boulevard:

- Typical section shall be a divided, six-lane urban roadway from Station 1580+60 to Station 1633+95. Transitions to the existing typical section shall occur outside of these limits. The minimum median width shall be 30 feet and the minimum lane width shall be 12 feet.
- Bicycle and pedestrian accommodations shall be provided in both directions (eastbound and westbound) of SR 52 from Station 1580+60 to Station 1633+95 as described below. On-street bicycle lanes shall be constructed in both directions of SR 52. Standard sidewalk shall be provided on the south side and a 10-foot wide non-standard width sidewalk shall be provided on the north side.

Construction of two-lane SR 52 frontage roads west of I-75:

- The intersection of the two frontage roads at SR 52 shall be at Station 1588+71.
- North Side – Frontage road shall provide access to properties abutting SR 52 from Station 1588+71 to Station 1599+50.

- South Side - Frontage road shall provide access to properties abutting SR 52 from Station 1588+71 to Station 1600+75.

The following median openings shall be provided on SR 52. Additional median openings shall not be provided.

- Old Pasco Road – Full median opening, with a westbound left turn lane
- North / South Frontage Road – Full median opening
- I-75 Southbound Exit Terminal – Directional median opening providing a southbound to eastbound movement
- I-75 Northbound Exit Ramp / Northbound Entrance Ramp – Directional median opening providing an eastbound to northbound movement and a northbound to westbound movement
- Pilot / Flying J / Pasco Road – Continuous left turn lane providing access to the 3 connections
- Pasco Road – Full median opening
- Uradco Place – Directional median opening providing an eastbound to northbound movement
- Corporate Lake Boulevard – Full median opening

All I-75 mainline and auxiliary lane outside shoulders shall be paved with travel-lane widening pavement within one mile north and one mile south of the following locations: the Overpass Road centerline and the SR 52 centerline. These shoulders shall be paved 12 feet wide with travel-lane widening pavement at 3% (typical) cross slope or the superelevation rate of the adjacent outside lane if this is greater than 3% cross slope. Friction course shall extend only 8" onto the shoulder. A 2-foot wide unpaved shoulder at 6% (typical) cross slope shall extend outside the 12-foot paved portion of the shoulder. Any bridges within these same limits shall have 12-foot outside shoulders. Additional requirements for outside shoulders within these limits include:

- The requirements north of SR 52 terminate at Station 1269+80.
- The requirements do not apply to those portions of a ramp or auxiliary lane that is separated from the mainline by a barrier.
- The requirements apply to sections with shoulder gutter.
- The 2-foot unpaved shoulder is not required for sections with shoulder gutter or concrete barrier.
- If a shoulder width design variation is approved, the shoulder width requirements of this section will be revised to be consistent with the design variation in a future addendum.

The Department will consider a design variation for longitudinal slope less than 0.5% in a superelevation transition, but will not consider a design variation for longitudinal slope less than 0.3% in a superelevation transition.

The design and construction shall be coordinated and compatible with FP ID 411014-2-52-01 (I-75 from North of SR 52 to the Pasco/Hernando County Line), FP ID 256243-2-52-01 (SR 52 from West of CR 581 / Bellamy Brothers Boulevard to East of Old Pasco Road) and FP ID 410909-4-52-01 (I-75 from SR 56 to SR 54).

Other structures anticipated for the Project include the following:

- Sound Barrier Wall
    - Limits: Station 954+00 (left) to Station 967+50 (left)
    - Offset: 5 feet right of the Right of Way line
    - Top Elevation: 20 feet above existing grade at the sound barrier wall location
    - The Department's noise analysis at this location was based upon the horizontal and vertical roadway geometry contained within the Conceptual Design Plans – Roadway and the assumption that the ground elevation at the barrier location will not be altered from the existing condition. If the Design-Build Firm's design is not consistent with the above, the Design-Build Firm shall notify the District Seven Environmental Administrator per the requirements contained in "Design-Build Responsibility."
- Overhead Sign Structures
- Signal Structures
- Lighting Structures
- ITS Structures

Clearing and grubbing in the vicinity of the Tampa Bay Golf and Country Club shall be restricted as indicated in the Selective Clearing and Grubbing Plans (see Attachments). At all other locations throughout the Project, the Design-Build Firm shall maximize the preservation of existing trees and other vegetation that are not in conflict with the design, construction and maintenance of the Project.

Concrete Surface Finish Requirements shall comply with Structures Design Bulletin 13-03 / Roadway Design Bulletin 13-04.

All existing motorist aid call boxes shall be removed and not replaced.

All existing limited access right of way fencing shall be removed and replaced with 10-foot height Type "A" fencing. Clear and grub a 10-foot wide mow strip adjacent to the limited access right of way line.

Decorative fencing shall be constructed on the southern limited access right of way line of SR 52 from Station 1589+35 to Station 1605+00. The fence shall be "Freedom", 5' x 6' Black Aluminum Fence Panel (Model No. 73002343), or equivalent, and appropriate fence posts and other appurtenances.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, subsurface utility engineering (SUE), design, acquisition of all permits not acquired by the Department, any and all information required to modify or extend permits acquired by the Department, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Technical Proposal. The Design-Build Firm shall coordinate all utility relocations.

The Design-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to Project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and the public.

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study.

A Type 2 Categorical Exclusion was approved by the Federal Highway Administration (FHWA) on November 27, 2000 under FPN 258736-1, which defined the Project Development and Environment (PD&E) Study commitments and recommendations from the December 2000 Final Preliminary Engineering Report for I-75 (SR 93) from South of SR 56 to North of SR 52 in Pasco County. A Design Change and Right of Way Acquisition Reevaluation was approved by FHWA on July 11, 2012 for I-75 from North of CR 54 to North of SR 52. The Design-Build Firm shall comply with all of the commitments included in the Type 2 Categorical Exclusion and the Design Change and Right of Way Acquisition Reevaluation approved for this Project (see Attachments).

A Design Change and Construction Reevaluation for the Type 2 Categorical Exclusion for FPN 411014-1 was approved by FHWA on March 13, 2013. This reevaluation addressed the addition of I-75 bridges over the future Ossie Murphy Road.

Pasco County, in coordination with the Department and the FHWA, is currently conducting a PD&E Study for improving Overpass Road from Old Pasco Road to US 301, including a proposed interchange at I-75. The Design-Build Firm shall ensure that the Project shall be consistent with, and shall not adversely affect, the approved concept resulting from the Overpass Road PD&E Study. Information related to the Overpass Road PD&E Study can be found at the following web site: http://overpassroad.com.

The Design-Build Firm may propose changes which are inconsistent, or potentially inconsistent, with:

- the I-75 PD&E Study and subsequent reevaluations, and
- the I-75 / SR 52 interchange configuration as defined by the Conceptual Design Plans – Roadway (see Reference Documents) and the "Description of Work."

The Design-Build Firm shall be responsible for immediately notifying the District Seven Environmental Administrator if the Design-Build Firm intends to propose a change that is inconsistent, or potentially inconsistent, with the above documents. The Department shall have sole discretion in determining 1) if the proposed changes require additional review and 2) the process by which the proposed changes will be reviewed and processed. The Design-Build Firm shall be responsible for providing all necessary data to the Department to enable the Department to conduct the necessary analyses and documentation, public involvement activities, and any other activities necessary to satisfy the requirements to obtain approval of the Department, the FHWA, and other agencies. Proposed changes may require a Reevaluation of the Type 2 Categorical Exclusion and an update/addendum to the Interchange Modification Report (2000). Changes to the I-75 / SR 52 interchange configuration shall not result in degradation of traffic operations and/or level of service and shall be consistent with, and shall not adversely affect, the approved interchange concept for the future I-75 / Overpass Road interchange. The Design-Build Firm should consider that 9 months is a typical duration for the Department to perform the analysis, public involvement, and coordination with FHWA and other agencies. Until and unless approval is obtained from the Department and all applicable agencies, the Design-Build Firm shall not conduct construction activities associated with the proposed changes. The Design-Build Firm shall be responsible for any additional construction or delay costs that may result from the above activities and approval processes. No additional compensation or contract time will be provided by the Department.

The Department will consider the widening of the northbound lanes toward the median in the area of the Tampa Bay Golf and Country Club to be a proposed change that requires additional review, per the preceding paragraph. In this case, the Design-Build Firm would be at risk for any schedule or cost impacts associated with the additional review and subsequent activities, which may include construction of a sound barrier wall. Note that widening changes in other locations of the Project may also be considered proposed changes that require additional review, per the preceding paragraph.

The Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Design-Build Firm has made an examination as described in this provision.

The Design-Build Firm shall demonstrate good Project management practices while working on this Project. These include communication with the Department and others as necessary, management of time and resources, and documentation.

Third party entities may submit permit applications to the Department for driveway connection permits, drainage connection permits, utility permits or right of way use permits. The Department will have sole discretion in approving third party permit applications. The Design-Build Firm shall perform the following activities with regard to third party permit applications received by the Department and approved permits resulting from said applications.

- Provide Project information to the Department as necessary to assist in the Department's review of permit applications.
- Review permit applications and provide input to the Department regarding the effect of a permit approval on the Project.
- Revise the construction plans to incorporate/accommodate any effects of permits that are approved by the Department.
- Construct the Project per those revised construction plans described above.
- Provide any coordination efforts associated with the activities described above.
- Perform all of the activities described above within the Design-Build Firm's lump sum bid price and the submitted schedule.

B. Department Responsibility

The Department will provide contract administration, management services, construction engineering inspection services, environmental oversight, and quality acceptance reviews of all work associated with the development and preparation of the contract plans, permits, and construction of the improvements. The Department will provide job specific information and/or functions as outlined in this document.

In accordance with 23 CFR 636.109 of the FHWA, in a Federal Aid project, the Department shall have oversight, review, and approval of the permitting process.

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of the Reevaluations.

The Department will be responsible for paying the Utility Agency/Owners (UAO) for those reimbursable relocation costs based on the conceptual plans.

II. Schedule of Events

Below is the current schedule of the events that will take place in the procurement process. The Department reserves the right to make changes or alterations to the schedule as the Department determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any

changes or alterations in the schedule. Unless otherwise notified in writing by the Department, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

Date	Event
01/29/13	Advertisement
02/19/13	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 5:00 PM local time
03/04/13	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit - 5:00 PM local time
03/06/13	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee – 5:00 PM local time
03/11/13	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores - 10:00 AM local time
03/11/13	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores - 5:00 PM local time
03/14/13	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process - 5:00 PM local time
03/18/13	Shortlist Posting - 12:00 PM local time
03/25/13	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
04/01/13	Pre-proposal meeting at 10:00 AM local time in Auditorium, 11201 N. McKinley Dr., Tampa, FL 33612
04/05/13	Utility Pre-proposal Meeting facilitated by the District Utility Engineer at 8:00 AM local time at Brooksville Operations Center, 16411 Springhill Drive, Brooksville, FL 34604
04/16/13	Deadline for Design-Build Firm to request participation in Alternative Technical Concept Discussion Meeting No. 1 – 5:00 PM local time
04/16/13	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 1 – 5:00 PM local time
04/17/13 & 04/23/13	Alternative Technical Concept Discussion Meeting No. 1
04/26/13	Deadline for Design-Build Firm to request participation in Alternative Technical Concept Discussion Meeting No. 2 – 5:00 PM local time
04/26/13	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2 – 5:00 PM local time
05/02/13 & 05/07/13	Alternative Technical Concept Discussion Meeting No. 2
05/14/13	Deadline for submittal of Alternative Technical Concept Proposals -5:00 PM local time.
06/19/13	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
06/21/13	Final deadline for submission of requests for Design Exceptions or Design Variations – 5:00 PM local time

Date	Event
06/21/13	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal. – 5:00 PM local time
06/28/13	Technical Proposals due in District Office by 2:30 PM local time
07/02/13	Deadline for Design-Build for to "opt out" of Technical Proposal Page Turn meeting. – 5:00 PM local time
07/03/13	Page Turn Meeting of Design-Build Firm's Technical Proposal. Times will be assigned during the Pre-Proposal Meeting.
07/11/13	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
07/18/13	Deadline for submittal of Written Clarification letter following Question and Answer Session - 5:00 PM local time
07/18/13	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
07/18/13	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal. – 5:00 PM local time
07/31/13	Price Proposals due in District Office by 2:30 PM local time.
07/31/13	Public announcing of Technical Scores and opening of Price Proposals at 2:30 PM local time at Auditorium, 11201 N. McKinley Dr., Tampa, FL 33612
08/09/13	Public Meeting of Selection Committee to determine intended Award – 10:00 AM
08/12/13	Posting of the Department's intended decision to Award – 12:00 PM (will remain posted for 72 hours)
08/19/13	Anticipated Award Date
09/11/13	Anticipated Execution Date

III. Threshold Requirements

A. Qualifications

Proposers are required to be pre-qualified in all work types required for the Project. The technical qualification requirements of Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the Project, must be satisfied.

B. Joint Venture Firm

Two or more firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, Florida Administrative Code. Parties to a Joint Venture must submit a Declaration of Joint Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of Letters of Interest.

If the Proposer is a Joint Venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the proposal. The proposal shall clearly identify who will be responsible for the engineering, quality control, and geotechnical and construction portions of the Work.

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, CPM schedule, and method of compensation, instructions for submitting proposals, design exceptions/variances, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight Projects, in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website: http://www2.dot.state.fl.us/construction/bidquestionmain.asp.

During and after the meeting, it is the responsibility of the Project Manager/Contracting Unit to ensure that each Proposer develops their technical proposal with the same information. If a Proposer receives information from the Department relating to the Project, the Department will ensure that all Proposers receive the same information in a timely fashion. The Project file will clearly document all communications with any Firm regarding the design and construction criteria by the Contracting Unit or the Project Manager.

E. Page-turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will audiotape record or videotape all or part of the page-turn meeting. All audiotape recordings or videotape recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page-turn meeting. Use of other visual

aids, electronic presentations, handouts, etc., during the page-turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to five (5) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer session. FHWA shall be invited on FA Oversight Projects. The purpose of the Q&A session is for the Technical Review Committee to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Department may terminate the Q&A session promptly at the end of the allotted time. The Department may audiotape record or videotape all or part of the Q&A session. All audiotape recordings or videotape recordings will become part of the Contract Documents. The Q&A session will not constitute "discussions" or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. No supplemental materials, handouts, etc. will be allowed to be presented in the Q&A session. No additional time will be allowed to research answers.

Within one (1) week of the Q&A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q&A session. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

The Department will provide some (not necessarily all) proposed questions to each Design-Build Firm as it relates to their technical proposal approximately 24 hours before the scheduled Q&A session.

G. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the receipt of this Request for Proposals. The formal written protest shall be filed within ten days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

Clerk of Agency Proceedings
Department of Transportation
605 Suwannee Street, MS 58, Room 562
Tallahassee, Florida 32399-0458

The formal written protest must state with particularity the facts and law upon which the protest is based and be legible, on 8 ½ x 11-inch white paper and contain the following:

1. Name, address, telephone number, and Department identifying number on the Notice, if known, and name, address and telephone number of a representative, if any; and

2. An explanation of how substantial interest will be affected by the action described in the Request for Proposals; and
3. A statement of when and how the request for Proposals was received; and
4. A statement of all disputed issues of material fact. If there are none, this must be indicated; and
5. A concise statement of the ultimate facts alleged, as well as the rules and statutes, which entitle to relief; and
6. A demand for relief; and
7. Conform to all other requirements set out in Florida Statutes (F.S.), Chapter 120 and F.A.C., Chapter 28-106, including but not limited to Section 120.57, F.S. and Rules 28-106.301, F.A.C., as may be applicable.

A formal hearing will be held if there are disputed issues of material fact. If a formal hearing is held, this matter will be referred to the Division of Administrative Hearings, where witnesses and evidence may be presented and other witnesses may be cross-examined before an administrative law judge. If there are no disputed issues of material fact, an informal hearing will be held, in which case the person filing the protest will have the right to provide the Department with any written documentation or legal arguments which they wish the Department to consider.

Mediation pursuant to Section 120.573, F.S., may be available if agreed to by all parties, and on such terms as may be agreed upon by all parties. The right to administrative hearing is not affected when mediation does not result in a settlement.

Failure to file a protest within the time prescribed in Section 120.57(3), Florida Statutes, shall constitute a waiver of proceedings under Chapter 120, F.S.

H. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found to be in nonconformance with the requirements and instructions herein contained. A proposal may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional proposals, incomplete proposals, indefinite or ambiguous proposals, failure to meet deadlines and improper and/or undated signatures.

Other conditions which may cause rejection of proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name (also included for Design-Build Projects are those proposals wherein the same Engineer is identified in more than one proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Comptroller General's List of Ineligible Design-Build Firms for Federally Financed or Assisted Projects.

Proposals will also be rejected if not delivered or received on or before the date and time specified as the due date for submission.

If the maximum bid price is exceeded, the Design-Build Firm's price proposal shall be found non-responsive and the Design-Build Firm will not be considered for Final Selection.

I. Waiver of Irregularities

The Department may waive minor informalities or irregularities in proposals received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Proposers. Minor irregularities are defined as those that will not have an adverse effect on the Department's interest and will not affect the price of the Proposals by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design submittals that are part of a proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.
3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.
4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.
5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.
6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

J. Modification or Withdrawal of Technical Proposal

Proposers may modify or withdraw previously submitted Technical Proposals at any time prior to the Technical Proposal due date. Requests for modification or withdrawal of a submitted Technical Proposal shall be in writing and shall be signed in the same manner as the Technical Proposal. Upon receipt and acceptance of such a request, the entire Technical Proposal will be returned to the Proposer and not considered unless resubmitted by the due date and time. Proposers may also send a change in sealed envelope to be opened at the same time as the Technical Proposal provided the change is submitted prior to the Technical Proposal due date.

K. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services.

The Department does not guarantee the details pertaining to borings, as shown on any documents supplied by the Department, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated.

L. Design-Build Contract

The Department will enter into a Lump Sum Contract with the successful Design-Build Firm. In accordance with Section V, the Design-Build Firm will provide a schedule of values to the Department for their approval. The total of the Schedule of Values will be the Lump Sum Contract amount.

The terms and conditions of this contract are fixed price and fixed time. The Design-Build Firm's submitted bid (time and cost) is to be a lump sum bid for completing the scope of work detailed in the Request for Proposal.

IV. Disadvantaged Business Enterprise (DBE) Program

A. DBE Availability Goal Percentage

The Department of Transportation has an overall eight and six tenths percent (8.6%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.6% of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the 8.6% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown on the bid blank/contract front page under "% DBE Availability Goal". Although not a contract requirement, the Department believes that this DBE percentage can realistically be achieved on this Project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the 8.6% goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

B. Anticipated DBE Participation Statement

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Anticipated DBE Participation Statement. This statement shall be submitted to the District Contract Compliance Manager/ Resident Compliance Officer who will then submit it electronically to the Equal Opportunity Office. Although these statements WILL NOT become a mandatory part of the contract, they will assist the Department in tracking and reporting planned or estimated DBE utilization.

C. Equal Opportunity Reporting System

The Design-Build Firm is required to report monthly, through the Department's Equal Opportunity Reporting System on the Internet at, http://www.dot.state.fl.us/equalopportunityoffice/ actual payments, minority status, and the work type of all subcontractors and suppliers. All DBE payments must be reported whether or not the prime initially planned to utilize the company. Each month the prime must report actual payments to all DBE and MBE subcontractors and suppliers. In order for the race neutral DBE Program to be successful, cooperation is imperative.

D. DBE Supportive Services Providers

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design-Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the Project. The successful Design-Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this Project. The current Provider for the State of Florida is serviced by Blackmon Roberts Group and can be reached at (863) 802-1280 in Lakeland or (305) 777-0231 in Coral Gables.

E. DBE Affirmative Action Plan

A DBE Affirmative Action Plan must be approved and on file with the Equal Opportunity Office prior to award of the contract for each prime Design-Build Firm. Update and resubmit the plan every three years. No Contract will be awarded until the Department approves the plan. The DBE Affirmative Action Plan must be on your company's letterhead, signed by a company official, dated and contain all elements of an effective DBE Affirmative Action Plan. These Plans should be mailed to:

Florida Department of Transportation
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450

Questions concerning the DBE Affirmative Action Plan may be directed to the Equal Opportunity Office by calling (850) 414-4747.

F. Bidders Opportunity List

The Federal DBE Program requires States to maintain a database of all firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all firms that bid on prime contracts or bid or quote subcontracts on DOT-assisted Projects, including both DBE's and Non-DBE's.

On the Bidders Opportunity Form if the answers to numbers 2, 3, 4, or 5 are not known, leave them blank and the Department will complete the information. This information should be returned with the bid package or proposal package or submitted to the Equal Opportunity Office within three days of submission. It can be mailed to the Equal Opportunity Office or faxed to (850) 414-4879.

V. Project Requirements and Provisions For Work

A. Governing Regulations

The services performed by the Design-Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, AASHTO, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place and adopted by the Department at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on

Uniform Traffic Control Devices (MUTCD), Design Standards and Design Standards Modifications. The Design-Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Design Standards and Design Standard Modifications that is in effect at the time the bid price proposals are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD. It shall be the Design-Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this Project. The services will include preparation of all documents necessary to complete the Project as described in Section I of this document.

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm

2. Florida Department of Transportation Design Standards
http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm

3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
http://www.dot.state.fl.us/specificationsoffice/Default.shtm

4. Florida Department of Transportation Surveying Procedure
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf

5. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/regulations.shtm

6. Florida Department of Transportation Drainage Manual
http://www.dot.state.fl.us/rddesign/dr/files/DrainageManual.pdf

7. Florida Department of Transportation Drainage Handbooks
http://www.dot.state.fl.us/rddesign/dr/files/BridgeHydraulicsHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/StormDrainHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/HydrologyHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/Opt-Pipe-HB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/OpenChannelHB-11-09.pdf
http://www.dot.state.fl.us/rddesign/dr/files/StrmWtrMgmtFacHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/CulvertHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/TemporaryDrainageHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/Erosion-and-Sediment-Control-Manual-June-2007.pdf

8. Florida Department of Transportation Soils and Foundations Handbook
http://www.dot.state.fl.us/structures/Manuals/SFH.pdf

9. Florida Department of Transportation Structures Manual
http://www.dot.state.fl.us/structures/manlib.shtm

10. Florida Department of Transportation Current Structures Design Bulletins
http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm

11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

12. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

13. Instructions for Design Standards
http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf

14. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/item_details.aspx?ID=110

15. MUTCD - 2009
http://mutcd.fhwa.dot.gov/

16. Safe Mobility For Life Program Policy Statement
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf

17. Traffic Engineering and Operations Safe Mobility for Life Program
http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm

18. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf

19. Florida Department of Transportation Florida Sampling and Testing Methods
http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm

20. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

21. Florida Department of Transportation Design Bulletins and Update Memos
http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm

22. Florida Department of Transportation Utility Accommodation Manual
http://www.dot.state.fl.us/rddesign/utilities/UAM.shtm

23. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR

24. AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals
https://bookstore.transportation.org/item_details.aspx?ID=1319

25. Florida Department of Transportation Flexible Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

26. Florida Department of Transportation Rigid Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

27. Florida Department of Transportation Pavement Type Selection Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

28. Florida Department of Transportation Right of Way Manual
http://www.dot.state.fl.us/rightofway/Documents.shtm

29. Florida Department of Transportation Traffic Engineering Manual
http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm

30. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

31. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm

32. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards
http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm

33. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17

34. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm

35. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm

36. Florida Statutes
http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=286252078&CFTOKEN=28281217

37. Florida Administrative Code
https://www.flrules.org/gateway/Browse.asp?toType=r&Sort=ID

38. FHWA Highway Safety Manual
http://safety.fhwa.dot.gov/hsm/

39. AASHTO Roadside Design Guide
https://bookstore.transportation.org/collection_detail.aspx?ID=105

40. National ITS Architecture – Version 6.1
http://itsarch.iteris.com/itsarch/

41. Tampa Bay SunGuide Regional ITS Architecture
http://www.dot.state.fl.us/trafficoperations/ITS/ITS.shtm

42. Florida Department of Transportation ITS Integration Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

43. FDOT Guidelines for the Implementation of Part 940 in Florida
http://www.dot.state.fl.us/trafficoperations/its/Projects_Arch/SITSA.shtm

44. Writing a Project Systems Engineering Management Plan – September 29, 2006
http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/SEMP/060929%20PSEMP%20V4.pdf

45. 29 CFR, Part 1910.1101 – Asbestos Standard for Industry, U.S. Occupational Safety and Health Administration (OSHA)

46. 29 CFR, Part 1926, 1101 – Asbestos Standard for Construction, OSHA

47. 40 CFR, Part 61, Subpart M – National Emission Standard for Hazardous Air Pollutants (NESHAP), Environmental Protection Agency (EPA)

48. 40 CFR, Part 763, Subpart E – Asbestos-Containing Materials in Schools, EPA

49. 40 CFR, Part 763, Subpart G – Asbestos Worker Protection, EPA

50. Ch. 469, F.S. – Asbestos Abatement, Florida Department of Business and Professional Regulation (DBPR)
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0400-0499/0469/0469.html

51. Ch. 62-257, F.A.C. – Asbestos Program, Florida Department of Environmental Protection (DEP)
https://www.flrules.org/gateway/ChapterHome.asp?Chapter=62-257

52. Model Guide Specifications – Asbestos Abatement and Management in Buildings, National Institute for Building Sciences (NIBS)

53. Topic 425-000-005 Asbestos Management Program
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/425000005.pdf

54. Topic 625-020-020 Asbestos on Bridges
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020020.pdf

55. Florida Department of Transportation – Asbestos Management Program Procedure

56. Ch. 479, F.S – Outdoor Advertising
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0400-0499/0479/0479.html

57. Strategic Intermodal System Handbook (2012)
http://www.dot.state.fl.us/planning/systems/mspi/pdf/SIS%20Handbook%20-%20Final%20Clean%20Copy.pdf

B. Innovative Aspects

All innovative aspects shall be identified separately as such in the Technical Proposal.

An innovative aspect does not include revisions to specifications, standards or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, etc.

1. Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations,

Project scope, design criteria, and/or construction criteria. The alternative technical concept shall provide an approach that is equal to or better than what is required by the Request for Proposal (RFP), as determined by the Department. Concepts which reduce quality, performance, or reliability should not be proposed. A proposed concept is not an ATC if it is contemplated by the RFP.

Each Design-Build Firm with proposed changes may request an ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide a preliminary list of ATC proposals, to be reviewed and discussed during the ATC discussion meeting, by the deadline shown in the Schedule of Events of this RFP. This list may not be inclusive of all ATC's to be discussed but it should be comprehensively sufficient to allow the Department to identify appropriate personnel which should attend the ATC discussion meeting. The purpose of the ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal.

2. **Submittal of ATC Proposals**

All ATC submittals must be in writing and may be submitted at any time following the Shortlist Posting but shall be submitted prior to the deadline shown in the Schedule of Events of this RFP.

All ATC submittals shall be sequentially numbered and include the following information and discussions:

a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;

b) Usage: The locations where and an explanation of how the ATC would be used on the Project;

c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;

d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;

e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;

f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;

g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP;

h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;

i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;

j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

3. Review of ATC Submittals

After receipt of the ATC submittal, the District Design Engineer (DDE) will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing as to whether the ATC is acceptable, not acceptable, or requires additional information within 14 calendar days of receipt of the ATC submittal. If the DDE or designee determines that more information is required for the review of an ATC, questions should be prepared by the DDE or designee to request and receive responses from the Design-Build Firm. The review should be completed within 14 calendar days of the receipt of the ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance with an estimated timeframe for completion.

If the ATC will result in changes to design standards or criteria, the changes will need to be approved in accordance with the Department's procedures prior to responding to the Design-Build Firm.

The Project file will clearly document all communications with any Design-Build Firm.

ATC's are accepted by the Department at its discretion and the Department reserves the right to reject any ATC submitted.

The Department will issue an addendum to the RFP subsequent to acceptance of any ATC. Such a change will be approved by FHWA, as applicable. Approved Design Exceptions or Design Variations will result in an addendum to the RFP.

The Department reserves the right to disclose to all Design-Build Firms any issues raised during the ATC meetings, except to the extent that FDOT determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

4. Incorporation into Proposal

The Design-Build Firm will have the option to include any ATC's to which it received acceptance in their proposal and the Proposal Price should reflect any incorporated ATC's.

By submitting a Proposal, the Design-Build Firm agrees, if it is not selected, to disclosure of its work product to the successful Design-Build Firm, only after receipt of the designated stipend (if applicable) or after award of the contract whichever occurs first.

C. Geotechnical Services

1. General Conditions

The Design-Build Firm shall be responsible for identifying and performing any geotechnical investigation, analysis and design of foundations, foundation construction, foundation load and integrity testing, and inspection dictated by the Project needs in accordance with Department guidelines, procedures and specifications. All geotechnical work necessary shall be performed in accordance with the Governing Regulations. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

D. Department Commitments

The Design-Build Firm shall be responsible for adhering to the project commitments identified below:

The following commitments were included in the Type 2 Categorical Exclusion.

- Impacts to wetlands will be mitigated using Florida Statutes 373.4137.
- The number and location of residential properties in the Tampa Bay Golf and Country Club development that acquire building permits prior to the date that the Federal Highway Administration (FHWA) approves this environmental document will be established. During subsequent reevaluations for this project, the effect of traffic noise on those residences will be determined and abatement considerations evaluated, where warranted.
- A total of 11 sites were classified as potential contamination sites. Three sites were assigned a risk rating of "low", eight sites were assigned a risk rating of "medium" and no sites were assigned a "high" risk rating. The eight sites that were assigned a risk rating of "medium" are recommended for further evaluation in the form of soil and groundwater sampling and testing for the presence of petroleum products during the design phase of this project.
- Archeological field testing will be conducted for the preferred pond and floodplain compensation areas during the design phase of this project for review and concurrence by FHWA and the State Historic Preservation Officer (SHPO).

Additionally, the Design-Build Firm shall be responsible for the following project commitments.

- The additional southbound I-75 through-lane shall be on the median (left) side of the existing through-lanes from Station 1101+60 to Station 1209+40.
- Clearing and grubbing shall be minimized and may be prohibited in specific areas. See Selective Clearing and Grubbing Plans in Attachments,
- Use of “Bold” landscaping initiative,
- Landscaping improvements in vicinity of Tampa Bay Golf & Country Club,
- Access Management provisions on SR 52,
- Number of lanes on SR 52 under the I-75 bridges,
- Provisions for a left turn from westbound SR 52 to southbound Old Pasco Road,
- 10-foot width non-standard sidewalk on the north side of SR 52, and
- Sound barrier wall construction.

E. Environmental Permits

1. Storm Water and Surface Water

Plans shall be prepared in accordance with Chapters 373 and 403 F.S. and Chapters 40 and 62 F.A.C..

2. Permits

The Department will be modifying the issued US Army Corps of Engineers permit to reflect a revised stormwater management system design. Once the permit modification is complete, the permit obtained by the Department will reflect the design as shown in the Conceptual Design Plans under "Reference Documents". When issued, the modified permit and agency approved plans will be included as Attachments in an addendum to this RFP.

The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the accommodations for the future Ossie Murphy Road, extension of the construction limits northward to Station 1269+80, design revisions to SMF 25, and the final design. The Design-Build Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Department prior to submittal to the agencies.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Acquisition of permits, as described in the preceding paragraph, will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the permitee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. The Design-Build Firm shall submit permit applications while acting as an authorized representative for the Department for permitting purposes only. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit is approved.

The Design-Build Firm shall be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. The Design-Build Firm shall be responsible for complying with all permit conditions.

Wetland mitigation is required in the issued permits, which are based on the Conceptual Design Plans, and will be the responsibility of the Department. If any permit applications completed by the Design-Build Firm propose to increase the amount of wetland impact that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). The Department will direct the use of a mitigation site, private mitigation bank or the use of the water management district per 373.4137 F.S. The

mitigation costs of any additional impacts proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm. If the Department directs use of a private mitigation bank, the Design-Build Firm shall pay the appropriate fee directly to the bank. If the Department directs use of 373.4137, F.S., the Design-Build Firm shall provide appropriate funds to the Department at the time of permit issuance and the Department will then transfer the mitigation funds to the SWFWMD.

The Design-Build Firm shall be solely responsible for all costs associated with these permitting activities and shall include all necessary permitting activities in their schedule.

However, notwithstanding anything above to the contrary, upon the Design-Build Firm's preliminary request for extension of Contract Time, pursuant to 8-7.3, being made directly to the District Construction Engineer, the Department reserves unto the District Construction Engineer, in their sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the Design-Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the District Construction Engineer unless the Design-Build Firm clearly establishes that it has continuously from the beginning of the Project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to overcome all impacts. There shall be no right of any kind on behalf of the Design-Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

F. Railroad Coordination - N/A

G. Survey

The Design-Build Firm shall perform all surveying and mapping services necessary to complete the Project. Survey services must also comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code. All field survey data will be furnished to the District Surveyor in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department's Surveying Procedure, Topic Nos. 550-030-101; Right-of-Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 5J-17, Florida Administrative Code (F.A.C.), pursuant to Section 472.027, Florida Statutes (F.S.) and any special instructions from the Department. This survey also must comply with the Department of Environmental Protection Rule, Chapter 18-5, F.A.C. pursuant to Chapter 177, F.S., and the Department of Environmental Protection.

A design control survey, ground survey and topographic mapping survey (including MAMP) had been completed in 2006. Due to ongoing development in the existing corridor, the design survey has been updated through September 2012. The Design-Build Firm shall be responsible for all necessary Project survey information. The current survey is provided for informational purposes only (see Reference Documents).

H. Verification of Existing Conditions

The Design-Build Firm shall be responsible for verification of existing conditions, including research of all existing Department records and other information.

By execution of the contract, the Design-Build Firm specifically acknowledges and agrees that the Design-Build Firm is contracting and being compensated for performing adequate investigations of existing site conditions sufficient to support the design developed by the Design-Build Firm and that any information is being provided merely to assist the Design-Build Firm in completing adequate site investigations. Notwithstanding any other provision in the contract documents to the contrary, no additional compensation will be paid in the event of any inaccuracies in the preliminary information.

I. Submittals

1. Plans

Plans must meet the minimum contents of a particular phase submittal prior to submission for review. The particular phase of each submittal shall be clearly indicated on the cover sheet. Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component under review.

All plans submittals shall be provided in a fully electronic "smart file" format in compliance with the CADD Production Criteria Handbook. In addition to any required hard-copies, all other documents that require Department review shall be submitted in an electronic medium acceptable to the Department Project Manager. All documents for Department review shall be processed through the Department's Electronic Review Comments (ERC) system.

Submittals for Category I and II bridges are limited to the following component submittals: foundation, substructure, and superstructure. Bridge component submittals must be accompanied by all supplemental information required for a complete review. Submittals for individual component elements (i.e. Pier 2, Abutment 1, Span 4, etc.) and incomplete submittals will not be accepted.

Category I and II bridge component submittals shall contain the following:

- Plan sheets for the component under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.),
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked "For Information Only" on the index sheet. In no case shall a plan sheet be less than 30% complete.
- Design documentation including a complete set of calculations, geotechnical reports, correspondence, etc. in support of the 90% and final component submittals.
- For Category II bridges component submittals shall also include independent peer review documentation.

The Design-Build Firm shall provide copies of required review documents as listed below.

60% Component Plans

- 10 sets of 11" X 17" ITS plans

90% Component Plans

- 15 sets of 11" X 17" roadway plans

- 15 sets of 11" X 17" structure plans
- 15 sets of 11" X 17" each component set, except ITS plans
- 10 sets of 11" X 17" ITS plans
- 10 sets of 11" X 17" Pasco County Utility Plans
- 3 copies of Final Geotechnical Report
- 3 copies of Final Bridge Hydraulic Report
- 3 sets of documentation – roadway/drainage
- 3 sets of documentation - structures
- 3 copies of Bridge Load Ratings
- CD(s)/DVD(s) containing a PDF file for each of following: Technical Special Provisions (including Technical Special Provisions for Pasco County Utility Work), Specifications Workbook and Specifications Package
- Independent Peer review documentation for 90% plan submittals in accordance with the Plans Preparation Manual, and all other 90% Component Plans noted above in PDF format

Final Component Plans

- 10 sets of 11" X 17" signed and sealed plans
- 10 sets of 11" X 17" copies of the signed and sealed plans
- 10 sets of final documentation
- 1 signed and sealed copy of Specifications Package
- 2 sets of electronic copies of Technical Special Provisions on CD
- 1 signed and sealed copy of the Bridge Load Ratings
- Independent Peer Review documentation for Final (100%) plan submittals in accordance with the Plans Preparation Manual
- CD(s)/DVD(s) containing all Final Component Plans noted above in PDF format

Construction Set

1 set of 11"X 17" copies of the signed and sealed plans for the Department to stamp "Released for construction".

Final signed and sealed plans will be delivered to the Department's Project Manager a minimum of fifteen (15) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) prior to construction of that component. Final signed and sealed plans related to Category II structures will be delivered to the Department's Project Manager a minimum of twenty (20) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) prior to construction of that component. The Department's Project Manager will send a copy of the final signed and sealed plans to the appropriate office for review and comment. Once all comments have been satisfactorily resolved as determined by the Department, the Department's Project Manager will initial, date and stamp each submittal as "Released for Construction". Only signed and sealed plans which are stamped "Released for Construction" by the Department's Project Manager are valid and

all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

Record Set

The Design-Build Firm shall furnish to the Department, upon Project completion, the following:

- 1 set of 11" X 17" signed and sealed plans
- 2 sets of 11" X 17" copies of the signed and sealed plans
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD(s)/DVD(s)
- Survey Information

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (signed and sealed) the record prints, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department's Plans Preparation Manual.

The Design-Build Firm shall complete the record set as the Project is being constructed. The record set becomes the as-builts at the end of the Project. All changes shall be signed/sealed by the EOR. The record set shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The record set shall be submitted on a Final Project CD upon Project completion.

The CEI shall do a review of the record set prior to final acceptance in order to complete the record set.

The CEI shall certify the final plans as per Section 4.5.7 of Chapter 4 of the Preparation and Documentation Manual (TOPIC No. 700-050-010).

2. Milestones

Component submittals, in addition to the plan submittals listed in the previous section will be required. In addition to various submittals mentioned throughout this document the following ITS related milestone submittals will be required.

- ITS Systems Engineering Master Schedule (SEMS)
- Project ITS Architecture (P-ITSA)
- Project Systems Engineering Management Plan (P-SEMP)
- 60% Design Submittal
- 60% Plan Review
- 90% Design Submittal
- 90% Plan Review
- Requirements Traceability Verification Matrix (RTVM)
- Project Specifications
- Shop Drawings

- Shop Drawing Review
- Design Approval for Construction
- Material Acquisition
- Final Plans
- ITS Test Plans and Test Results
- As-Built Plans/Record Drawings

The Design-Build Firm shall submit the Project Systems Engineering Management Plan (P-SEMP) and Project ITS Architecture (P-ITSA) to the Department within 60 calendar days after issuance of the Notice to Proceed. In addition, the Design-Build Firm shall be required to prepare a number of submittals (RTVM, Data Submittal Forms, etc.) throughout the duration of the Project to support the final design.

3. Railroad Coordination – N/A

J. Contract Duration

The Design-Build Firm shall establish the contract duration for the subject Project. In no event shall the contract duration exceed 1200 calendar days. The schedule supporting the proposed contract duration will be submitted with the Technical Proposal and shall identify if the work activity durations are based on calendar days or working days. The Proposed Contract Time (PCT) reflected in the schedule shall be the same as the contract duration submitted with the bid proposal.

K. Project Schedule

The Design-Build Firm shall submit a Project schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications), which supports the established contract duration submitted as part of the Proposal. The Design-Build Firm's schedule should allow for a fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category II structures. The review of Category II structures requires Central Office involvement and the schedule shall allow twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

The following Special Events have been identified in accordance with Specification 8-6.4:

- N/A

The minimum number of activities shall be those listed in the payout schedule and those listed below:

- Anticipated Award Date
- Design Submittals
- Design Survey
- Design Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction

- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Utility Coordination
- Pasco County Utility Work
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Subsurface Utility Engineering
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Traffic Signal Design
- Traffic Signal Construction
- Lighting Design
- Lighting Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Landscape Design
- Landscape Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work
- Final As-Built Plans and Load Rating Submittal

The Design-Build Firm shall incorporate the ITS Systems Engineering Master Schedule into the Project baseline. The minimum such milestones are listed below.

- P-ITSA
- P-SEMP
- 60%, 90% and Final ITS Plans
- 60%, 90% and Final Fiber Optic Network Configuration Plan Submitted for Review
- Project Specifications
- RTVM
- ITS Test Plans
- Overhead truss span and overhead truss cantilever and ITS pole Foundation Design
- Overhead truss span and overhead truss cantilever and ITS pole Foundation Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Ground Results
- ITS/FM (FMT)
- Materials both on and off the APL (Specification 603-7)
- ITS Field Element Roadway Placement
- ITS Field Element Integration and testing
- ITS Network Integration and testing
- ITS Final Acceptance Testing

L. Key Personnel/Staffing

The Design-Build Firm's work shall be performed and directed by key personnel identified in the Expanded Letter of Interest and/or Technical Proposal by the Design-Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design-Build Firm shall have available a professional staff that meets the minimum training and experience set forth in Florida Statute Chapter 455.

M. Meetings and Progress Reporting

The Design-Build Firm shall anticipate periodic meetings with Department personnel and other agencies as required for resolution of design and/or construction issues. These meetings may include:

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings
- ITS Pre-Integration Meetings

During design, the Design-Build Firm shall meet with the Department's Project Manager on a monthly basis and provide a month look ahead of the activities to be completed during the upcoming month.

During construction, the Design-Build Firm shall meet with the Department's Project Manager on a weekly basis and provide a one-week look ahead for activities to be performed during the coming week.

The Design-Build Firm shall, on a monthly basis, provide written progress reports that describe the items of concern and the work performed on each task.

ITS Pre-Integration Meetings shall occur at least thirty (30) calendar days before beginning any ITS Integration activities. The purpose of these meetings shall be to verify the Design-Build Firm's Integration Plans by reviewing proposed splicing diagrams, field element placement plans, IP addressing schemes and other network design issues. In addition, at these meetings the Design-Build Firm shall identify any concerns regarding the Integration and provide detailed information on how such concerns will be addressed and/or minimized.

The Design-Build Firm shall provide all documentation as required to support these meetings to include detailed functional narrative text, system and subsystem drawings and schematics. The Pre-Integration Meetings shall be held on mutually agreeable dates and locations within a specified number of calendar days after Notice to Proceed has been issued.

All action items resulting from the Pre-Integration Meetings shall be satisfactorily addressed by the Design-Build Firm and reviewed and approved by the Department before granting final Pre-Integration Meeting approval. Integration shall not commence until all action items have been resolved.

All items reviewed at the Pre-Integration Meetings shall be coordinated with the RFP to ensure contract compliance with all items. Approval of items reviewed at the Pre-Integration Meetings does not release the Design-Build Firm from overall responsibility to ensure that all design requirements, as specified, have been achieved in the final design and implementation.

N. Public Involvement

1. General

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. A Public Involvement Consultant (PIC) will not be hired by the Department for this Project. The Design-Build Firm shall be responsible for the execution of the Public Involvement effort as described in this Section. The Design-Build Firm shall coordinate all Public Involvement activities with the Department.

At the Department's discretion, the Public Involvement for the Project may be incorporated, either partially or completely, into a corridor Public Involvement program. If the Department elects to conduct a corridor Public Involvement program, the Design-Build Firm shall assist the Department in incorporating the Public Involvement for the Project, either partially or completely, into the corridor program and shall conduct all appropriate Public Involvement activities associated specifically with the Project.

2. Community Awareness

The Design-Build Firm shall prepare for Department review and approval a Community Awareness Program for the Project, which shall be implemented during the Project and shall include the following elements as a minimum.

- Fact Sheet (for internal Department use only): The Design-Build Firm shall create a fact sheet, for posting on the District Seven Infonet.
- Project Brochure (for public distribution): The Design-Build Firm shall create an informational brochure for this Project.
- Elected Officials Design Phase Submittal Notification: The Design-Build Firm shall prepare an email notification to be sent by the District Secretary to local elected officials at each design plans phase submittal.
- Construction Kick-off News Release: The Design-Build Firm shall write a press release for use with local media in the Project area announcing the start of the construction project and providing general project information and contact information during construction.
- Maintenance of Access Plan (business & residential): Access to the State Highway System shall be maintained. Local events shall be considered when implementing the traffic control plan. A list of driveways and the hours of operation for the businesses affected by this Project shall be provided. Blue business-specific signs shall be used.
- Special Events: A special events traffic control plan shall be provided as discussed in Section VI.
- Median Modification Letter/Postcard: The Design-Build Firm shall send median modification letters with aerials during design.
- Driveway Letters: The Design-Build Firm shall send driveway letters to each affected property owner, if driveway changes are anticipated.
- Right of Way Encroachment Letters: During design, the Design-Build Firm shall send encroachment letters.
- Design Open House: The Design-Build Firm shall conduct a design open house. The Design-Build Firm shall prepare a roll plot with design overlay and a frequently-asked questions handout to be used at the open house.
- Construction Open House: The Design-Build Firm shall conduct a construction open house. The Design-Build Firm shall prepare a roll plot with design overlay and a frequently-asked questions handout to be used at the open house.
- Special Concerns List: The Design-Build Firm shall develop a special concerns list.

3. Public Meetings

The Design-Build Firm shall provide all support necessary for various public meetings, which may include:

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings (maximum of two meetings)
- MPO Transportation Technical Committee Meetings (maximum of two meetings)
- MPO Meetings (maximum of two meetings)
- Design and Construction Open Houses (one Design Open House and one Construction Open House)

- Elected and appointed officials (maximum of four meetings)
- Special interest groups (maximum of four meetings with private groups, homeowners associations, environmental groups, minority groups and individuals)

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, and shall produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed Project will create. This includes workshops, information meetings, and public hearings.

The Design-Build Firm shall attend the meetings with an appropriate number of personnel. The Design-Build Firm shall inform the Department of any meetings or other communications with individuals that occur without prior notice.

4. Public Workshops, Information Meetings:

The Design-Build Firm shall provide all the support services listed in No. 3 above. All legal/display ads and mailings announcing workshops, information meetings, public meetings and public hearings (if necessary) will be prepared and paid for by the Design-Build Firm.

5. Public Involvement Data

The Design-Build Firm is responsible for the following:

- Identifying possible permit and review agencies and providing names and contact information for these agencies to the Department.
- Providing required expertise (staff members) to assist the Department on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments and other agencies.

The collection of public input occurs throughout the life of the Project and requires maintaining files, newspaper clippings, letters, and especially direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the Department for their use and records.

In addition to collecting public input data, the Design-Build Firm may be asked by the Department to prepare responses to any public inquiries as a result of the public involvement process. The Department shall review all responses prior to mailing.

O. Quality Management Plan (QMP)

1. Design

The Design-Build Firm shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications, geotechnical and all other services furnished by the Design-Build Firm under this contract.

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design-Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design-Build Firm as part of their normal operation or it may be one specifically designed for this Project. The Design-Build Firm shall submit a QMP within fifteen (15) working days following issuance of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager, will sign a statement certifying that the review was conducted.

The Design-Build Firm shall, without additional compensation, correct all errors or deficiencies in the surveys, reports, designs, drawings, specifications and/or other services.

No fabrication, casting, or construction will occur until all related design review and shop drawing review comments are resolved.

2. Construction

The Design-Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Standard Specifications which describes their Quality Control procedures to verify, check, and maintain control of key construction processes and materials.

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design-Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the "Access Instruction for LIMS" for more information on how to gain access to the Department's databases: http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtm

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS) in accordance with Section 105 of Standard Specifications.

The Department shall maintain its rights to inspect construction activities and request any documentation from the Design-Build Firm to ensure quality products and services are being provided in accordance with the Department's Materials Acceptance Program.

P. Liaison Office

The Department and the Design-Build Firm will designate a Liaison Office and a Project Manager who shall be the representative of their respective organizations for the Project.

Q. Engineers Field Office

The Design-Build Firm shall provide, furnish and maintain two (2) 1,200 square-foot Engineer's Field Offices, at the same physical address, in accordance with Special Provision 109. The field offices shall be

for Department use only. The field offices shall be located in an area that has reasonable access to high speed internet access. Number of calendar days: Design-Build Firm's proposed contract days plus 60 days.

R. Schedule of Values

The Design-Build Firm will be responsible for invoicing the Department based on current invoicing policy and procedure. Invoicing will be based on the completion or percentage of completion of major, well-defined tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the CPAM. The Design-Build Firm must submit the schedule of values to the Department for approval. No invoices shall be submitted prior to Department approval of the schedule of values.

Upon receipt of the invoice, the Department's Project Manager will make judgment on whether or not work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

S. Computer Automation

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department of Transportation policies and procedures. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are available for the MicroStation V8 format in the FDOT CADD Software Suite. However, it is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / MicroStation format, as described in the above referenced document.

The archived submittal shall also include either a TIMS database file, CADD Index file (generated from RDMENU) or documentation that shall contain the Project history, file descriptions of all (and only) Project files, reference file cross references, and plotting criteria (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

T. Construction Engineering and Inspection

The Department is responsible for providing Construction Engineering and Inspection (CEI) and Quality Assurance Engineering.

The Design-Build Firm is subject to the Department's Independent Assurance (IA) Procedures.

U. Testing

The Department or its representative will perform verification and resolution testing services in accordance with the latest Specifications. On all Federal Aid Projects, the Department or its representative shall perform verification sampling and testing on site as well as off-site locations such as pre-stress

plants, batch plants, structural steel and weld, fabrication plants, etc.

V. Value Added

The Design-Build Firm may provide Value Added Project Features, in accordance with Article 5-14 of the Specifications for the following features:

- Roadway features
- Roadway drainage systems
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- Specified ITS field elements and software not listed in the APL
- And any other products or features the Design-Build Firm desires.

The Design-Build Firm shall develop the Value Added criteria, measurable standards, and remedial work plans in the Design-Build Firm's technical proposal features proposed by the Design-Build Firm.

W. Adjoining Construction Projects

The Design-Build Firm shall be responsible for coordinating construction activities with other construction Projects that are impacted by or impact this Project. This includes Projects under the jurisdiction of local governments, the Department, or other regional and state agencies.

The Design-Build Firm shall consider and include in the Construction Plans and Bid Price Proposal, any and all temporary detours or diversions required to facilitate traffic movements into and out of the project limits; notwithstanding the alignment, lane positioning and/or grade differences of traffic conditions on those adjacent projects.

X. Use of Department Owned Right of Way

Use of Department owned Right of Way by the Design-Build Firm for the purpose of equipment or material storage, lay-down facilities, pre-cast material fabrication sites, batch plants for the production of asphalt, concrete or other construction related materials, etc. shall require advance approval by the Department. Use of Department owned Right of Way by the Design-Build Firm for these purposes is expressly limited to the Project(s) referenced in this RFP.

Y. Design Issue Escalation

The Department has established the issue escalation process for design questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Operations, and finally to

the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays), to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar issue escalation process for their organization with personnel of similar levels of responsibility.

The District Secretary will have the final authority on design decisions.

Z. Construction Clarification, Conflict Resolution, and Issue Escalation

In the event that construction problems occur, the resolution of those problems will be processed in one of the following two ways unless revised by a Partnering agreement:

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design-Build Firm Engineer of Record (EOR) will be responsible for developing the design solution to the construction problem and the District Resident Engineer will be responsible for review and response within ten (10) calendar days (excluding weekends and Department observed holidays). The District Resident Engineer will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below**.**

- If the resolution does alter the original intent of the technical proposal/RFP then the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten (10) calendar days (excluding weekends and Department observed holidays). The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FHWA approval.

- The Department has established the issue escalation process for construction questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays) to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer

resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar issue escalation process for their organization with personnel of similar levels of responsibility.

Should an impasse develop, the Dispute Review Board shall assist in the resolution of disputes and claims arising out of the work on the Contract.

VI. Design and Construction Criteria

A. General

The Design-Build Firm shall be responsible for: detailed plan checking as outlined in the Plans Preparation Manual (PPM); as described in the RFP; and the Design and Construction criteria package. This includes a checklist of the items listed in the PPM for each completed phase submittal. Structures submittals may be broken into foundation, substructure, superstructure and walls. Roadway submittals may be broken down into grading, drainage, ITS, signing & pavement marking, signalization, lighting, landscaping and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

Before construction activities can begin for a specific component, signed and sealed design plans and calculations supporting the design for that component must be reviewed by the Department. Component submittals shall be complete submittals along with all the supporting information necessary for review. The work must represent logical work activities and must show impacts on subsequent work on this Project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the Design-Build Firm's risk. Upon review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the reviewer. Any construction initiated by the Design-Build Firm prior to receiving signed and sealed plans stamped "Released for Construction" shall be at the sole risk of the Design-Build Firm.

Prior to submittal to the Department, all Category level II bridge plans shall have a peer review analysis by an independent engineering firm not involved with the production of the design or plans, prequalified in accordance with Chapter 14-75. The peer review shall consist of an independent design check, a check of the plans, and a verification that the design is in accordance with AASHTO and FDOT criteria. The independent peer review engineer's comments and comment responses shall be included in the 90% plans submittal. At the final plans submittal, the independent peer review engineer shall sign and seal a cover letter certifying the final design and stating that all comments have been addressed and resolved.

All design and construction documents shall be prepared using the English system of units.

B. Geotechnical Services

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick

Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for load testing may be used for pile foundations, a minimum number of one (1) successful load test must be performed at each structure location approved by the District Geotechnical Engineer.

The Design-Build Firm shall be responsible for the following:

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Preparing and submitting Pile Installation Plan for Department's acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.
10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. Providing safe access, and cooperating with the Department in verification of the piles, both during construction and after submittal of the certification package.

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for load testing may be used for drilled shafts, a minimum number of one (1) successful load test must be performed at each structure location approved by the District Geotechnical Engineer.

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier.
3. Determining the locations of the load test shafts and the types of tests that will be performed.

4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the Department at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting Drilled Shaft Installation Plan for Department's acceptance.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.
9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Cross-Hole Sonic Logging (CSL) tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

Spread Footings Foundations

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the spread footing.
2. Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels, in accordance with the specifications.
3. Inspecting and documenting the spread footing construction.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.

Auger Cast Piles for Sound Barrier Walls

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the foundations, including diameter and lengths.
2. Constructing all auger cast piles to the required tip elevation and socket requirements, in accordance with the specifications.

3. Preparing and submitting Auger Cast Pile Installation Plan for Department's acceptance.
4. Inspecting and documenting the auger cast pile installation.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the auger cast piles, both during construction and after submittal of the certification package

C. Utility Coordination

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design-Build Firm's proposal. The Design-Build Firm shall notify the Department in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and utility coordination practices.
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design-Build Firm's Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build Firm's plans.
3. Scheduling utility meetings, keeping and distribution of minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrixes and changes to affected utility owners and making sure this information is properly coordinated.
5. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed with the Design-Build Project. Reviewing, approving, signing and coordinating the implementation of all Utility Work Schedules.
6. Resolving utility conflicts.
7. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.
8. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
9. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
10. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The following UA/O's have been identified by the Department as having facilities within the Project corridor which may be impacted by the Project. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each potentially impacted UA/O identified herein.

UA/O	Eligible for Reimbursement (Y/N)
Brighthouse Networks	Yes
Century Link	Yes
Pasco County Utilities	Yes
Pasco County Traffic Operations	Yes
Progress Energy Transmission	Yes
Verizon	Yes
Verizon Florida	Yes
Withlacoochee River Electric Cooperative	Yes

The Department has conducted limited advanced utility coordination with the UA/O's listed above. Information pertaining to this coordination is included in the Reference Documents under "Advanced Utility Coordination Documentation". Subsurface Utility Engineering (SUE) of the existing utilities has been conducted for the Conceptual Design Plans.

The Design-Build Firm shall be aware that Century Link currently has an easement on the west side of Old Tampa Bay Drive on parcel 129. The Department is currently negotiating with Century Link to provide Century Link with a replacement easement on Parcel 102 to accommodate relocation of the existing facilities. Once the new easement location is finalized, the Department will provide the easement limits to Design-Build Firm.

The Design-Build Firm shall be aware that they shall not impact the replacement easement negotiated with Century Link. The Design-Build Firm shall coordinate with Century Link throughout the duration of construction to ensure access is maintained to the replacement easement. The Design-Build Firm shall coordinate with Century Link regarding construction of the driveway access to the replacement easement. Century Link will obtain a permit for the driveway from the Department.

The Design-Build Firm shall be aware that Verizon and Withlacoochee River Electric Cooperative have facilities within SMF 18-22 (Wildcat Groves parcel). The Department is in the process of coordinating advanced relocation for these two UA/Os for this specific pond site. The relocation for the UA/Os is anticipated to occur within the limits of the temporary construction easement where the access road to the cell tower will be constructed. It is anticipated that one of the UA/Os will conduct advanced clearing and grubbing to install their relocated facilities. The Design-Build Firm shall be responsible for any additional clearing and grubbing needed in this area that is not conducted by the UA/Os. The Design-Build Firm shall be aware that they shall not impact the Verizon or Withlacoochee River Electric Cooperative facilities relocated in advance of project construction.

If the anticipated advanced relocation of the Verizon and Withlacoochee River Electric Cooperative facilities does not materialize and those relocations must occur during the Project construction, the Design-Build Firm shall be responsible for coordinating the relocation with the UA/Os and the proposed construction efforts.

The Design-Build Firm shall construct 4 bollards at the cell tower site south of SMF 18-22. The 4 bollards shall be located at the 4 corners of the tower pad and shall provide physical protection and visual delineation for the tower.

The existing access road to the cell tower shall remain operational until the new access road is constructed and operational.

Pasco County Utilities Utility Work

Final utility construction plans for the Pasco County Utilities utility work will be prepared by Pasco County Utilities and provided to the Design-Build Firm per the Design-Build Utility Agreement. The Design-Build Firm shall be responsible for coordination, utility relocation/adjustments, construction, and all other work described in this section necessary to complete the Pasco County Utilities utility work.

Pasco County Utilities utility work shall be performed by the Design-Build Firm within the following limits:

- On SR 52 from east of Old Pasco Road at Sta. 1566+00 to just east of the intersection of SR 52 and McKendree Road at Sta. 1650+80.

The cost of all Pasco County Utilities utility adjustments and/or relocations, including all of the effort outlined in this section, shall be included in the bid and shall be full compensation for the work including, but not limited to, survey; verification of all existing utilities (verification shall include, but not be limited to, Ground Penetrating Radar; hand dig; vacuum excavation); geotechnical investigation and analysis and any local/state/federal regulatory agency permitting requirements.

The Design-Build Firm, under the design/build utility agreement, shall coordinate the construction of Pasco County Utilities utility relocations and/or adjustments necessary for the road widening improvements with Pasco County Utilities' Design Consultant responsible for the design of the Utility Adjustment Plans. Additionally, the Design-Build Firm shall coordinate all other private utilities work, as well as coordinate with Pasco County Utilities Operations and Maintenance (O&M) staff for the planning, coordinating and scheduling of outages. Special consideration must be taken with regard to the use of line stops since the existing water and sewer distribution and collection systems must remain in service during construction until the new infrastructure is cleared by FDEP. Once cleared, the new system is ready to be placed in service and switched over from old to new pipes. The existing (old) pipes shall be either removed and disposed of in an approved and acceptable manner and/or be placed out of service as allowed under the design/build agreement.

This project is anticipated to consist of construction and installation of various pipe sizes including, but not limited to, the installation of approximately 8,000 lineal feet of 12" PVC water main, 2,440 lineal feet of 8" PVC force main and 5,560 lineal feet of 12" PVC force main. Jack and bore steel casing pipes of various sizes are anticipated to be constructed with crossings at several locations under SR 52 and I-75. Fire hydrant assemblies and other appurtenances necessary to maintain service to existing customers will be kept in service within the limits of the project. Depending on the Design-Build Firm's final design, other options, agreeable to both the Department and Pasco County, will be considered. Dewatering will likely be required at locations throughout the project.

Qualifications
The contractor that performs the Pasco County Utilities utility work, shall be pre-qualified and listed on the Department's Responsible Bidders List (RBL) – WM3 category. Additionally, the contractor that performs the underground Pasco County Utilities utility work must demonstrate that it has successfully completed a single project with a minimum of 1,500 linear feet of large diameter (12" or larger) pressurized pipeline facilities installation (water and/or sewer force main).

Utility Design/Adjustments
The Design-Build Firm shall coordinate directly with the Pasco County Utilities Design Consultant for any suggested design revisions, requests for information (RFI's) and construction related issues. Utility construction shall be in accordance with Pasco County Utilities Standards for Design and Construction of Water, Wastewater and Reclaimed Water Facilities and in accordance with the latest AWWA Design Guidelines; Water & Sewer Standards Manual (October 2006 Edition).

Permits
The Pasco County Utilities Design Consultant shall secure the necessary Florida Department of Environmental Protection (FDEP) Water/Wastewater Construction Permits. The Design-Build Firm shall be responsible for all other required permits and fees. The Design-Build Firm shall comply with all FDEP permit conditions, including pressure/leakage testing, water main bacteriological sampling/disinfection and obtain Pasco County Health Department clearances. The Pasco County Utilities Design Consultant shall submit the FDEP Certification of Construction Completion application following receipt of Health Department clearances and Record Drawings from the Design-Build Firm.

Line Stops
The existing water mains and sewer force mains within the project limits must be kept in continuous operation at all times. In lieu of scheduling a system outage to perform tie-ins to new mains and/or abandonment of existing mains, the Design-Build Firm shall construct the work utilizing wet taps, line stops and/or insertion valves as shown on the Utility Adjustment Plans by the Pasco County Utilities Design Consultant.

The intent is for the Design-Build Firm to plug the existing mains (each respective size) utilizing line stops and/or insertion valves and install one (1) each restrained joint plug (each respective size) and concrete thrust collar at each location. All items necessary to complete the work including, but not limited to, furnishing and installing fabricated steel line stop fittings; valves, epoxy coated, w/304 SS nuts and bolts; closure completion plugs (sized as required); 150# blind flange (sized as required) w/304 SS nuts and bolts; 2" equalization/purge fittings; excavation; removal/disposal and subsequent replacement of pavement; concrete work (support for line stop fittings); split ring pipe bell restraints; restrained joint plug and tie rods as required; lifting and rigging equipment; dewatering; furnishing and placing steel decking over excavation; all sheeting, shoring and bracing required to maintain excavations in a safe condition; and all other material, labor, tools and equipment necessary to complete the item of work shall be provided by the Design-Build Firm

Dewatering of Sewer Force Mains
The Design-Build Firm shall provide sewage pump / tanker trucks (as required) to remove, haul and dispose of the residual wastewater that remains in the section of force main that will be

placed out of service. No additional payment shall be made, but all costs shall be included in the Lump Sum bid item.

D. Roadway Plans

General

The Design-Build Firm shall prepare the Roadway Plans Package. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, Traffic Control Plans, Environmental Permits and other necessary documents.

Design Analysis

The Design-Build Firm may either utilize the signed and sealed Typical Section Package already approved (see Reference Documents) and comply with the same, or develop and submit a revised package for review and concurrence by the Department (and FHWA on Federal Aid Oversights Projects). Specific design elements that shall not be changed from the approved Typical Section Package are as follows: Lane widths, Shoulder widths, Travel Lane Pavement Cross slopes, Mainline Design Speed, Design Life Duration.

The Design-Build Firm shall provide an updated Pavement Design Package. The approved Pavement Design Package (see Reference Documents) may be used as a guide for development. Specific design elements in the approved Pavement Design Package that shall be used for an updated design are as follows: Design Life Duration, Design LBR, Resilient Modulus (updated by the Department for existing pavement sections), 18 kip Equivalent Single Axle Load (ESAL) Analysis Projections (updated by the Department as needed for Design Year), Milling Depth Recommendations.

The use of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for pavement design shall not be allowed, as the Department has not fully accepted this method for use in Florida.

Any deviation from the Department's design criteria will require a design variation and any deviation from AASHTO design criteria will require a design exception. All such design variations and exceptions must be approved. See design variations already approved for this Project under "Reference Documents."

Additionally, the following design variations have been approved or conditionally approved.

Design Variation for Cross Slope (Median Shoulder) – Slope the median shoulder toward the outside at the same slope as the adjacent travel lane slope from Station 1012+00 to Station 1029+00. Approved with the condition that a hydroplaning analysis is reviewed and approved by the Department.

Design Variation for Vertical Alignment (Minimum Longitudinal Slope Through Superelevation Transition) – Maintain existing slope at 8 locations. Approved with the condition that longitudinal slopes are not less than 0.3%. See listing below.

- Southbound – Station 937+46.70 to Station 940+58.70
- Southbound – Station 1091+26.74 to Station 1094+38.74
- Southbound – Station 1158+55.68 to Station 1161+67.68
- Southbound – Station 1177+17.76 to Station 1180+29.76

- Northbound – Station 1028+33.85 to Station 1032+67.85
- Northbound – Station 1049+16.97 to Station 1053+50.97
- Northbound – Station 1099+11.96 to Station 1102+23.96
- Northbound – Station 1130+93.78 to Station 1134+05.78

Design Variation for Border Width – The Department will consider proposals that include a maximum reduction of 12' in the border width that was provided in the Conceptual Design Plans – Roadway, contingent upon approval of a border width design variation. No reduction in the border width will be approved on the west side from Station 1101+60 to Station 1209+40.

Design Variation for Vertical Alignment (Minimum Length and K Value) – Maintain existing vertical curves. See table below.

VPI Station	Curve	Side	Length	K Value
918+00.00	Crest	Left/Right	500'	
930+00.00	Sag	Left/Right	400'	
959+50.00	Sag	Left/Right	500'	
971+00.00	Crest	Left/Right	500'	
978+50.00	Sag	Left/Right	500'	
986+00.00	Sag	Left/Right	500'	
996+00.00	Crest	Left/Right		386
1012+54.00	Sag	Left	500'	
1012+50.00	Sag	Right	500'	
1043+00.00	Sag	Left/Right	500'	
1050+50.00	Crest	Left/Right		333
1065+50.00	Sag	Left/Right	400'	
1083+53.92	Sag	Left	400'	
1085+50.00	Sag	Right	400'	

Design Variation for Vertical Alignment (Minimum Length and K Value) – Use ASSHTO K values for curves when complying with 0.5% longitudinal slope criteria in superelevation transitions. Approved with the condition that actual curves are identified and curve length shall not be less than 3 times the design speed.

Design Variation for Vertical Clearance (Overpass Road Bridge) – Maintain existing vertical clearances (16.02' for northbound lanes and 16.12' for southbound lanes) for I-75 under the existing Overpass Road bridge.

If new packages are prepared, they shall include the following as a minimum:

1. **Typical Section Package**

   - Transmittal letter
   - Location Map
   - Roadway/Bridge Typical Section(s)
     1. Standard and Select Clearing & Grubbing Limits
     2. Median Widths, Shoulder Widths (total and paved), Lane Widths

3. Widening and Resurfacing Widths/Limits
4. Side slope requirements
5. Cross slope requirements
6. Limits of Construction
7. Applicable Station Ranges
8. Design Speed

- Data Sheet

2. **Pavement Design Package**

- Pavement Design
    1. Design Period
    2. Design Speeds
    3. Design ESAL's
    4. Design Reliability Factors
    5. Roadbed Resilient Modulus
    6. Required Structural Numbers
    7. Existing and Proposed Pavement Structures (Structural Calculations)
    8. Cross slope (Existing and Proposed as Applicable)
    9. Overbuild Details as Applicable
    10. Pavement Layer Diagrams
    11. Identify the Need for Modified Binder
    12. Pavement Survey and Evaluation Report
    13. Cross Slope Analysis

The Project design year shall be 2037.

Where existing pavement is widened, the widening structural course top lift shall extend one foot horizontally into the existing pavement section. Additional milling of the existing pavement may be required to achieve the one-foot of structural course overlap.

The pavement design for the north of south frontage roads shall match the pavement design for SR 52 west of I-75.

3. **Drainage Analysis**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, underdrains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the district Environmental Management section and Drainage Design section will be required from the outset. Full

documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager.

The Design-Build Firm shall prepare drainage plans in accordance with Department criteria. Both open (e.g. ditches) and closed (e.g. storm sewer) drainage systems are anticipated. The conceptual design includes 12 basins, 7 stormwater management facilities and 5 floodplain compensation sites, which are currently permitted by SWFWMD and USACE. There are also cross drains, including box culverts, on the Project that may require extensions. The freeboard from the maximum design stage elevation to the front face of the berm for the following stormwater management facilities may be less than one foot, however it shall not be less than the freeboard provided in the Conceptual Design Plans – Roadway: SMF 15-17, SMF 23, and SMF 26. All stormwater management facilities shall be designed and constructed to accommodate the Future Configuration. The Future Configuration for I-75 in this context is defined as: water quality treatment assuming the entire right of way is impervious and peak discharge attenuation assuming an impervious typical section width of 256 feet. The Future Configuration for SR 52 in this context is defined as: water quality treatment assuming the entire right of way is impervious and peak discharge attenuation assuming an impervious typical section width of 162 feet.

The exact number of drainage basins, outfalls, cross drains, water management facilities (retention/detention areas, weirs, etc.), floodplain compensation sites, and Impaired Water Body and Outstanding Florida Waters designations shall be the Design-Build Firm's responsibility to determine.

Due to the blanket access/environmental easement on Parcel 104, the Department is unable to utilize this parcel for stormwater management facility (SMF 25) improvements. Therefore, construction on Parcel 104 shall be limited to only the roadway improvements as depicted on the Conceptual Design Plans – Roadway. No construction shall occur within the SMF 25 area of Parcel 104. See "Attachments" for additional information. If the Department is able to effect a favorable change in the easement status, the Department may remove this restriction via an addendum and allow construction of stormwater management facility improvements on Parcel 104.

Pond 26 (see Conceptual Design Plans – Roadway in "Reference Documents") has been designed to consider improvements to I-75 in two sequential construction projects. These projects are described below.

1. This Project (FP ID 258736-2-52-01): Pond 26 will be constructed to its permitted size, which will accommodate the project described below (FP ID 411014-2-52-01). Pond 26 will include two control structures; one at the south end and one at the north end. Both will be constructed but only the south control structure will be operational. The north control structure will be plugged and will be inoperable until it is modified by the project described below.

2. Project FP ID 411014-2-52-01: Pond 26's north control structure will be unplugged and made operable only after FPC 1 (to be constructed in FP ID 411014-2-52-01) is constructed and operational. Once the north control structure is put into operation, the south control structure shall be removed.

Once both projects described above are completed, Pond 26 will provide for water quality treatment and peak discharge attenuation for all permitted improvements within the contributing basin.

The objective is to obtain approved stormwater treatment/attenuation design. This service shall include, but is not limited to the following.

The Design-Build Firm shall prepare the design and generate construction plans documenting that the permitted systems function to criteria.

Inclusion of minor losses shall be included in the computation of the design hydraulic gradient for all storm drain systems. The minimum Manning's n value of 0.012 shall be used in the computation of all storm drains. All pipe dimensions shown in the construction plans shall be the inside diameter and shall correspond with the dimensions in the storm drain hydraulic analysis. Storm drain systems shall be designed and constructed to accommodate the requirements of the Future Configuration. The runoff from all bridge ends shall be collected by inlets to eliminate flowing from the roadway pavement to the embankment.

Shoulder gutter limits shall match guardrail limits at a minimum, where embankment slopes are steeper than 1:4 and at bridge ends where concentrated runoff flow from the bridge deck would otherwise run down the fill slope. Refer to Figure 3-4, in the 2012 FDOT Storm Drain Handbook for the shoulder gutter typical section. Erosion mats shall be provided on all slopes steeper than 1:3.

The Design-Build Firm shall ensure that any proposed sound barrier walls do not impact offsite or onsite drainage. The construction plans shall include details for the proposed grading between the sound barrier wall(s) and the right of way line. Sound barrier wall openings (Standard Index 5200) for conveyance of the offsite drainage may require a special design if the invert of the opening provided by the standard sound barrier is not at the elevation which meets the drainage requirements. The construction plans shall include the invert of every drainage opening in the sound barrier wall(s). Sufficient topographic survey shall be provided in the drainage documentation to support the determination of the proposed drainage opening invert. If the sound barrier walls impact any permitted facilities, it shall be the responsibility of the Design-Build Firm to obtain any permit modifications required.

If deck drains are required on proposed bridges, they shall be closed systems with no direct discharge to highway facilities below the bridge. All deck drains dimensions and pipe sizes shall be in accordance with Department criteria. The minimum size pipe for the deck drain conveyance system shall be 8 inches in diameter. In addition, any pipes running along the bridge deck to the piers should have a minimum slope of two percent, any inlets in a sag shall have a flanking inlet, the minimum inlet grate area shall be six square feet and inlets shall be sized and spaced based on an assumed 50 percent blockage. Orifice flow and pipe flow shall be considered to ensure the hydraulic grade line is kept at or below the grate elevation.

Vertical pipes adjacent to MSE walls shall have a concrete thrust block at the base of the pipe and a resilient connector at the base of the inlet.

Avoid placing storm drain pipes below retaining walls. In the event that storm drain pipe needs to cross under a retaining wall, the pipe shall cross perpendicular to the wall and sufficiently deep to minimize impacts of any anticipated wall settlement. The alignment of pipes under retaining walls shall be configured to minimize the length of pipe under the wall.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and material design life. Flood flow requirements will be determined in accordance with the Department’s procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient material design life, they shall be replaced or supplemented in accordance with the drainage requirements of this RFP. If any existing cross drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs

shall be made in accordance with the requirements of this RFP. Only pipe liner as specified in Standard Specifications Section 431-4.3 shall be allowed for pipe repair.

Except where in conflict with the Design-Build Firm's proposed design, the following measures shall be included in the Project. (See Existing Cross Drain Table and Existing Paved Ditch Table)

Existing Cross Drain Table

Cross Drain	Station	Size	Side of Baseline	Minimum Measure Required
CD-1	949+00	(2) 9' X 7'	Lt/Rt	Desilt entire length of culvert
			Lt/Rt	Clear and Grub vegetation within 20' of the headwall
			Rt	Stabilize areas of exposed soil and restore eroded side slopes at headwall
CD-2	978+00	(2) 36"	Lt/Rt	Desilt entire length of culvert
			Lt/Rt	Clear and Grub vegetation within 20' of the headwall
CD-3	1014+00	4' X 4'	Lt/Rt	Desilt entire length of culvert
			Lt	Clear and Grub vegetation within 20' of the headwall
			Lt	Stabilize areas of exposed soil and restore eroded side slopes at headwall
CD-4	1029+00	4' X 4'	Lt/Rt	Desilt entire length of culvert
			Lt/Rt	Remove vegetation from weep holes and repair sump
CD-5	1041+00	36"	Lt/Rt	Desilt entire length of culvert
			Lt	Clear and Grub vegetation within 20' of the headwall
			Lt	Stabilize areas of exposed soil and restore eroded side slopes at headwall
CD-6	1064+30	30"	Lt/Rt	Stabilize areas of exposed soil and restore eroded side slopes at headwall
CD-7	1093+50	(3)10' X 3'	Lt/Rt	Clear and Grub vegetation within 20' of the headwall
			Lt/Rt	Remove deteriorating Riprap and replace with new Riprap
			Lt/Rt	Stabilize areas of exposed soil and restore eroded side slopes
CD-8	1119+25	30"	Lt/Rt	Desilt entire length of culvert
			Rt	Clear and Grub vegetation within 20' of the headwall
CD-9	1134+50	8' X 4'	Lt/Rt	Desilt entire length of culvert
			Lt/Rt	Clear and Grub vegetation within 20' of the headwall
			Lt/Rt	Stabilize areas of exposed soil and restore eroded side slopes
CD-10	1169+95	8' X 4'	Lt/Rt	Desilt entire length of culvert
			Lt/Rt	Clear and Grub vegetation within 20' of the headwall
			Lt/Rt	Stabilize areas of exposed soil and restore eroded side slopes
CD-11	1181+40	(2) 30"	Lt/Rt	Desilt entire length of culvert
CD-12	1225+25	9' X 3'	Lt/Rt	Clear and Grub vegetation within 20' of the headwall
CD-1A	1260+50	8' X 3'	Lt/Rt	Desilt entire length of culvert
			Lt/Rt	Clear and Grub vegetation within 20' of the headwall
			Lt	Clear and Grub at the LA fence

Existing Paved Ditch Table

Begin Station	End Station	Side of Baseline	Onsite, Offsite, or Cross Drain	Minimum Measure Required
978+00	989+00	Rt	On-site	Remove vegetation and seal ditch pavement cracks
978+00	991+00	Lt	Off-site	Remove vegetation and debris
978+00	995+00	Lt	On-site	Remove vegetation and replace cracked ditch pavement with 4" reinforced concrete ditch pavement
1000+00	1008+00	Lt	On-site	Remove vegetation and replace cracked ditch pavement with 4" reinforced concrete ditch pavement
1008+00	1014+00	Lt	On-site	Remove vegetation and seal ditch pavement cracks
1006+00	1014+00	Lt	Off-site	Remove vegetation and debris
1014+00	CD-3	Lt	Cross Drain	Remove and replace damaged ditch pavement
1029+00	CD-4	Rt/Lt	Cross Drain	Remove vegetation and seal ditch pavement cracks
1064+30	CD-6	Lt	Cross Drain	Seal ditch pavement cracks

The Project shall include the removal and replacement of the existing 48” cross drain on SR 52 west of Old Pasco Road at approximate Station 1659+50. The replacement cross drain shall accommodate both of the following conditions.

- The requirements of this RFP for the Project construction, and
- The design for future improvements to SR 52 from West of CR 581 / Bellamy Brothers Boulevard to East of Old Pasco Road (FP ID 256243-2-52-01).

The Project’s storm drain system design and SMF design shall accommodate both of the following conditions:

- The discharge of stormwater from SR 52 west of Station 1580+60, based upon the requirements of this RFP for the Project construction, and
- The discharge of stormwater from SR 52 Station 1571+20 to Station 1580+60 in a closed system, based upon the future improvements to SR 52 from West of CR 581 / Bellamy Brothers Boulevard to East of Old Pasco Road (FP ID 256243-2-52-01) with the Future Configuration of the SR 52 typical section.

The Design-Build Firm shall coordinate with the Department’s District Drainage Engineer with regard to the specific requirements for accommodating the FP ID 256243-2-52-01 project.

Jack and bore and micro-tunneling casing pipes can be utilized as a carrier pipe in accordance with the following criteria:

- The casing shall extend the entire length from drainage structure to drainage structure. The entire length of the casing run from drainage structure to drainage structure shall have a uniform diameter, wall thickness and material type.
- The casing shall meet Standard Specification Sections 556-2.1 and 556-4.2, which require any welded joints to be air tight. Air pressure test(s) shall be required for each casing run.
- Casing welds shall be inspected utilizing the magnetic particle test and an ultra sound test.
- Casing wall thickness calculations which support the jack and bore or micro-tunneling operation shall be provided. These calculations shall consider, at a minimum, the fill height over the casing and any installation requirements.
- A pitting analysis and soil boring(s) at each location shall be provided as part of the casing pipe service life estimator calculations.
- Structure to structure liners (Standard Specification Section 431-4.3) shall be required if completed casing welds are determined to not be air tight.
- The Department shall require a two-year warranty if the casing is used as a carrier pipe.
- Video inspection shall be required at the completion of each casing installment.

Class V concrete pipe shall be required for jack and bore and micro-tunneling operations that utilize concrete pipes.

The Design-Build Firm shall consider optional culvert materials in accordance with the Department's Drainage Manual Criteria and the following:

The minimum RCP class shall be Class II. The minimum HDPE pipe class shall be Class II. The Design-Build Firm shall only use the optional pipe materials tabulated for a given structure and the documentation supporting the optional pipe material including the Culvert Service Life Estimator Program analysis shall be submitted to the Department with the 90 percent plan submittal. Pipe material type installed on the projects shall be indicated on the Summary of Drainage Structures Sheets. The Design-Build Firm shall only use one type of pipe material on pipe runs between drainage structures.

A2000 PVC (ASTM F 949) shall not be used in areas exposed to direct sunlight for extended periods of time, such as above ground, unshaded installations, endwalls, and mitered end sections. Additional requirements are as follows:

a. PVC pipe shall be manufactured from PVC compound having no less than 1.0 part of Titanium Dioxide per 100 parts of PVC resin, by weight.

b. PVC pipe shall be installed within 2 years from the date of manufacture. Pipe more than 2 years of age shall not be used unless it can be demonstrated to the satisfaction of the Engineer that the pipe has been adequately protected from direct exposure to sunlight.

In the event of a leak at a pipe joint, hydrostatic calculations shall be submitted by the Design-Build Firm to demonstrate that the joint(s) are water tight per FDOT Standard Specifications. Field measurement of the ground water elevation shall be required at the location of the leak to perform the required calculations.

All precast storm sewer manholes and inlets shall have resilient connectors. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage structure shop drawing submittals.

Masonry sealing of pipe connections will be allowed where the pipe to drainage structure connections meet any of the conditions listed below. The Design-Build Firm shall submit the supporting documentation which provides the justification for elimination of the resilient connectors to the Department's District Drainage Engineer for review and approval. Justification shall include a demonstration that avoidance of the following conditions is not practical. The conditions where resilient connectors will not be required are as follows:

a. The pipe skew angle at the connection to the drainage structure is greater than 15 degrees, in either the horizontal or vertical direction.
b. The drainage structure and all connections fall outside the 1:2 roadway template control line for the Future Configuration as per Standard Index 505.
c. The remaining beam height of the single precast unit, from the top of that segment to the existing crown of selected pipe, is less than 8 inches.
d. Where elliptical pipes are specified on the plans.

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the Department's District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report that addresses the entire Project. It shall be a record set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data. The Drainage Design Report shall include, at a minimum, the following items.

- Comprehensive narrative
- Existing conditions drainage pattern discussion and existing drainage map
- Proposed conditions drainage pattern discussion and proposed drainage map
- Outfall and boundary conditions
- Tailwater conditions and supporting documentation
- Design criteria
- Supporting documentation which shows that the interim design will not conflict with the Future Configuration drainage design or adjacent projects
- Provide documentation demonstrating that drainage structures constructed in the median will accommodate and be salvageable for the Future Configuration
- Cross drain analysis
- Floodplain/floodway encroachment and compensation analysis
- Stormwater quality analysis, including volume recovery calculations
- Stormwater quantity analysis, including ICPR (or equivalent software) input and output

- A link-node diagram for the existing and proposed drainage conditions overlaid on contoured aerial photography shall be provided for all modeling. The diagram shall include, at a minimum, node names, link names, and overall drainage divides and areas.
- The drainage areas, Tc, CN, and other supporting data
- Control structure analysis, including skimmer and bleeder calculations
- Storm drain analysis (in approved format), including grate capacity
- Ditch conveyance analysis
- Pavement drainage analysis (sheet flow, gutter flow, hydroplane, special gutter grades)
- Culvert service life analysis
- Structure and liner flotation analysis
- Temporary drainage during construction
- Supporting data for the above items
- Relevant correspondence

All calculations shall require District Drainage Engineer approval to ensure the drainage design meets all Department criteria. The drainage documentation shall not reference any previously prepared design documentation or existing permit information as support for the Project design. All pertinent information from any previously prepared information by others may be incorporated into the corresponding sections of the Project design documentation. An attachment of entire previously prepared documents will not be accepted.

The drainage documentation shall include a discussion which clearly states how the Project design is consistent with the previously permitted condition. Where the Project design is not consistent with the previously permitted condition, the documentation shall clearly describe the location of the change, the nature of the change and the permitting activities required to address the change. An existing basin map shall be provided at the beginning of the supporting documentation for each SMF design, showing the boundaries with areas of the permitted conditions for all basins. The maps shall include an aerial background, basin divides, basin areas, permitted SMFs identified with control elevation, DHW, permit number, and outfall location. Similarly, basin maps shall be provided for the projects proposed conditions.

Drainage Plans shall include, at a minimum, the following items.

- Drainage Map and Regional Drainage Map
- Interchange Drainage Map
- Box Culvert Data Sheet
- Summary of Drainage Structures
- Optional Pipe Materials Sheet
- Roadway Plan / Profile Sheets (include all drainage structures)
- Drainage Structure Sections
- SMF and FPC Sheets (Plan, Typical Section, Control Detail)
- Lateral Ditch Plan / Profile
- Lateral Ditch Cross Sections

- Drainage Detail Sheets

E. Geometric

The Design-Build Firm shall design the geometrics for the Project using the design standards that are most appropriate with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this document.

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design-Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards.

F. Design Documentation, Computations and Quantities

The Design-Build Firm shall submit to the Department design notes and computations to document the design conclusions reached during the development of the construction plans.

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Department. At the Project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the record set of plans and tracings.

The design notes and calculations shall include, but not be limited to the following data:

1. Design standards used for the Project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits
5. Final quantities list

G. Structure Plans

1. Bridge Design Analysis

a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.

b. The Design-Build Firm shall ensure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.

c. The Design-Build Firm shall "Load Rate" all bridges and bridge culverts in accordance with the Department's Bridge Load Rating Manual and the Structures Manual. The design bridge load rating shall be signed and

sealed by a Professional Engineer licensed in the State of Florida and shall be submitted to the Department for review with the 90% superstructure submittal. A new, signed and sealed copy of the Bridge Load Rating, updated for the as-built conditions, shall be submitted to the Department's Project Representative with the as-built bridge plans. This as-built load rating shall be provided to the Department before any traffic is placed on the bridge.

d. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks systems, etc.) to ensure compliance with the contract plan requirements and intent.

2. Criteria

The Design-Build Firm shall incorporate the following into the design of this facility:

a. All plans and designs shall be prepared in accordance with the governing regulations listed in Section V-A and direction from the State Structures Design Engineer and/or the District Structures Design Engineer as applicable.

b. Environmental classification for all bridges is as follows:
Superstructure – Concrete & Steel: Slightly Aggressive
Substructure – Concrete & Steel: Moderately Aggressive (Soil ph=5.3)

c. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, drainage structure, piping or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. In such cases, the Design-Build Firm is responsible for designing and detailing the wall in the set of contract plans. These plans must be signed and sealed by a Professional Engineer licensed in the State of Florida.

d. Open expansion joints in bridge decks are not permitted.

e. Exposed (visible) portions of permanent retaining walls shall be concrete construction.

f. A minimum berm width of 10 feet shall be provided in front of all retaining walls (excluding gravity walls) located adjacent to right of way lines.

g. Alternate materials for the use in the backfill of MSE Walls shall not be permitted. MSE Wall Backfill shall meet the requirements of the FDOT Standard Specifications.

h. A silicone acrylic concrete sealer, instead of a Class 5 surface finish, shall be applied to the following surfaces:
- Superstructure: Sides and top of traffic railing barriers, copings, bottom of deck overhangs and fascia surface and bottom of exterior concrete beams
- End Bents: All exposed surfaces except top of cap and front face of backwall.
- Cheek walls: All exposed surfaces of cheek walls
- Piers: All exposed surfaces except top of pier cap
- Approach slabs: Sides and top of traffic railing barriers and copings over walls
- Retaining walls: Sides and top of traffic railing barriers and copings. Exposed surfaces of concrete facing panels.

i. Surface treatment for concrete facing panels for permanent MSE walls (except panels with graphics) shall be vertical fractured fin finish.

j. Cheek walls shall be provided at exposed ends of all end bents and piers.

k. Exterior girders on all spans of multi-span bridges shall be the same type and height.

l. Lightweight concrete will not be permitted for any structural applications.

m. Pile/shaft intermediate bents are not permitted. Bridge piers are required for intermediate supports.

n. Bridge piers will not be allowed in the median of SR 52.

o. Visibility of all bridge drainage conveyance systems shall be minimized by placing them between beams in the superstructure. The conveyance systems (piping) may be embedded in the piers or attached to the exteriors of piers. If attached to the exteriors of piers, the locations must be unobtrusive and the conveyance systems must be painted in accordance with Section 22.3.1.E of the FDOT Structures Detailing Manual.

p. Two (2) – 2” diameter conduits with expansion fittings and pull boxes Type “B” in accordance with Design Standard Index 21210 shall be installed in all new traffic railings mounted on bridges and retaining walls**.**

q. The design and construction of bridge abutments using Geosynthetic Reinforced Soil (GRS) or Spread Footings behind MSE Walls in lieu of pile-supported or shaft-supported abutments is prohibited.

r. Sound Barrier Walls – The proposed sound barrier wall shall be constructed per Design Standard 5200. The texture shall be Type "C" Split Face Running Bond Block. The color shall be "sandalwood", Federal Color No. 36415.

Alternative sound barrier walls that deviate from FDOT Design Standard 5200 may be acceptable if the following requirements are met:

- The Design-Build Firm shall be responsible for obtaining formal approval from the Department's State Structures Design Office. At a minimum, structural design calculations and technical specifications must be provided.
- The Design-Build Firm shall provide information, specifications and material test results for drainage provisions, maintenance, durability, fire protection provisions and fire resistance.
- The sound wall design shall meet the Sound Transmission Class of 32.
- The Design-Build Firm shall demonstrate that the minimum sound reduction can be achieved.

3. Existing Cross Drain Repairs

Construct repairs to all existing cross drains as indicated in the Cross Drain Repair Tables attachment. The repair codes listed in the Cross Drain Repair Tables shall be the minimum level of repair at each location identified. The repair tables are coordinated with the video inspection reports, which are also attachments. A description of the repair procedures is listed below. All repairs shall be done in the dry condition.

ECI – Epoxy Crack Injection

Structural (longitudinal) cracks in the existing concrete greater than or equal to 0.02" in width shall be epoxy injected in accordance with Specification Section 411. Non-structural (circumferential) cracks greater than or equal to 0.07" in width shall be sealed as stated above or chemical grout injected in accordance with Specification Section 431-3.

CRP – Concrete Repair Procedure

Restore concrete spalls and holes using approved materials in accordance with Specification Sections 926 and 930. Finish repair materials flush with and to the original concrete surface. Cure repair materials as necessary to prevent shrinkage cracks. Cracked repairs will not be considered satisfactory and shall be removed and replaced.

If reinforcing steel is exposed, remove rust by abrading to "near white metal condition" and prepare surfaces in accordance with the International Concrete Repair Institute (ICRI) Technical

Guide No. 310.1R-2008. If existing reinforcing steel has greater than 40% section loss due to corrosive deterioration or damage, supplement reinforcing with additional reinforcing. Where concrete depth exceeds 2", also install galvanized welded wire fabric (WWF). Field bend WWF to conform to the shape of repair and tie to existing reinforcement with galvanized ties.

Lining – Restore Concrete Surface

The lining is to increase durability and service life and is not considered a structural strengthening method. Lining repairs may include, but is not limited to, epoxy-based surface repair, sprayed urethane repair, and cured-in-place-pipe (CIPP) lining. An epoxy-based surface repair may be used for scale less than 1" in depth using a Type F-1 or Type F-2 epoxy repair mortar. If a sprayed urethane repair or CIPP lining is utilized, the repair must be performed on the entire surface area of the cross drain for its entire length.

The entire box culvert at Station 1260+50 (CD-1A) and the bottom slab of the remaining concrete box culverts were not fully evaluated by the Department. The Design-Build Firm shall be responsible for inspecting and evaluating the existing condition of those structures and recommending repair procedures in accordance with the procedures above. The Design-Build Firm shall submit the recommendations, including appropriate inspection documentation, for review and approval by the Department prior to construction. If conditions differing from those identified in the inspection reports and Cross Drain Repair Tables are encountered, notify the Engineer in accordance with Section 4-3.7 of the Specifications. In addition to the repairs described above, the cross drains will require desilting including clearing and grubbing at the both ends. Where erosion has occurred, restore and stabilize the approach side slopes and ditches to their original grade.

H. Specifications

Department Specifications may not be modified or revised. The Design-Build Firm shall also include all Technical Special Provisions, which will apply to the work in the proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications. The Design-Build Firm shall coordinate to include the Pasco County Utilities specifications in the Technical Special Provisions.

Before construction activities can begin, the Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

The website for completing the training is at the following URL address:

http://www2.dot.state.fl.us/SpecificationsEstimates/PackagePreparation/TrainingConsultants.aspx

Specification Workbooks are posted on the Department's website at the following URL address:

https://www2.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fspecificationspackage%2fDefault.aspx.

The signed and sealed Specifications Package shall also include individually signed and sealed Technical Special Provisions for any and all work not addressed by Department Specifications. Any Technical Special Provisions included in the signed and sealed Construction Specifications Package which had not been included in the proposal phase, may require a contract cost modification as a condition of approval.

Upon review by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the reviewer.

Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package, subject to the same process for submittal, review, and, release for construction, as described above, for the original Construction Specifications Package. Construction work affected by Supplemental Specifications Packages shall not begin until stamped "Released for Construction" Supplemental Specification Package is obtained.

I. Shop Drawings

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Department's Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR) and Specialty Engineer, as appropriate. The Department shall review the Shop Drawing(s) to evaluate compliance with Project requirements and provide any findings to the Design-Build Firm. The Department's procedural review of shop drawings is to assure that the Design-Build Firm's EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Department's review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department will stamp "Released for Construction" or "Released for Construction as noted", which will be initialed and dated by the reviewer.

Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review.

J. Sequence of Construction

The Design-Build Firm shall construct the work in a logical manner and with the following objectives as guides:

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access right of way where direct access is not permitted.
5. Proper coordination with adjacent construction Projects and maintaining agencies, including FP ID 411014-2-52-01 (I-75 from North of SR 52 to the Pasco/Hernando County Line) and FP ID 410909-4 (I-75 from SR 56 to SR 54).

6. The Design-Build Firm's schedule shall be coordinated with the Right of Way Acquisition Schedule.
7. The Design-Build Firm shall include the work required to construct the Pasco County Utility improvements.

K. Stormwater Pollution Prevention Plans (SWPPP)

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the PPM and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. This SWPPP shall be submitted along with the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES) at least 15 calendar days (excluding Holidays as defined in Section 1-3 of the Specifications) prior to beginning construction activities.

L. Temporary Traffic Control Plan

1. Traffic Control Analysis

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular traffic safely and expeditiously during all phases of construction. The areas shall include, but are not limited to, construction phasing, utility relocation, Pasco County utility work, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, existing guide signs and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

The Design-Build Firm shall coordinate all work and all temporary traffic control with FP ID 411014-2-52-01 (I-75 from North of SR 52 to the Pasco/Hernando County Line), FP ID 410909-4 (I-75 from SR 56 to SR 54) and any other project(s) in the Project vicinity.

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the Department's training course, and in accordance with the Department's Design Standards and the Roadway Plans Preparation Manual.

Transportation Management Plans (TMPs) are required for significant Projects which are defined as:

1. A Project that, alone or in combination with other concurrent Projects nearby, is anticipated to cause sustained work zone impacts**.**

2. All Interstate system Projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant Projects.

For significant Projects a TMP will consist of three components:

(1) Temporary Traffic Control (TTC) plan component;

(2) Transportation Operations (TO) component; and

(3) Public Information (PI) component

Additional information can be found in chapter 10 of the PPM.

2. Temporary Traffic Control Plans

The Design-Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable. Should these standards be inadequate, a detailed Temporary Traffic Control Plan shall be developed. The Design-Build Firm shall prepare plan sheets, notes, and details to include the following: typical section sheet(s), general notes and construction sequence sheet(s), typical detail sheet(s), and traffic control plan sheet(s).

The Design-Build Firm shall prepare additional plan sheets such as detours, cross sections, profiles, drainage structures, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

The Temporary Traffic Control Plans shall include:

- Accommodation for traffic impacts associated with local events,
- A written plan detailing each activity involved in a lane closure, including back-up plans for activities critical to re-opening the lanes to traffic,
- Locations and details for work zone access.

The Design-Build Firm shall maintain a median barrier on I-75 during all phases of construction.

The Design-Build Firm shall use only paint for temporary pavement markings on asphalt pavement. Low profile reflective pavement markers shall not be allowed.

The Design-Build Firm shall obliterate conflicting existing pavement markings by water-blasting only. Any damage to the pavement due to water-blasting shall be repaired. Finished roadway surfaces, including existing pavements that will remain upon completion of the project, shall not be water-blasted.

Note that the prohibition of traffic on a milled asphalt surface, which was previously included in this RFP, is removed in Addendum 12. This prohibition, and any statements in the Technical Proposals indicating compliance with this prohibition, will not be considered in the Department's evaluation of the Technical Proposals and will not be enforced in the Design-Build Contract.

Throughout the milling operations, the Design-Build Firm shall use a self-contained vacuum type mobile broom for cleanup of milled dust material.

The final pavement lift of any temporary paving operation, including any temporary overbuilding of existing shoulders, shall be constructed with a paving machine to insure adequate rideability.

The Design-Build Firm shall ensure that street name signs are visible in order to facilitate emergency vehicle traffic.

The Design-Build Firm shall provide a dedicated crew for the installation, maintenance and removal of the temporary traffic control devices. This crew shall consist of at least three members of the work force whose sole responsibility is the installation, maintenance and removal of the temporary traffic control devices. This crew shall have immediate access to a work vehicle to aid in these activities.

The Design-Build Firm shall provide, at a minimum, the existing roadway lighting levels on existing and widened roadways for the entire project duration. In locations where new roadways (i.e. ramps) are constructed, the Design-Build Firm shall provide the final (completed) roadway lighting levels commencing with the opening of the new roadway to traffic and continuing through to the completion of the project. The lighting may be provided through use of existing roadway lighting, proposed roadway lighting, any temporary roadway lighting, or any combination thereof.

The Design-Build Firm shall provide, at a minimum, the existing overhead sign lighting levels on existing overhead signs for the entire project duration or until the sign is no longer necessary and removed from service. In locations where new overhead signs are constructed, the Design-Build Firm shall provide the final (completed) overhead sign lighting levels commencing with the need for the new sign and continuing through to the completion of the project. The lighting may be provided through use of existing lighting, proposed lighting, any temporary lighting, or any combination thereof.

The Design-Build Firm shall ensure that all logo signs are displayed to the traveling public at all times during the project. The Design-Build Firm shall coordinate any relocation of the signs with Florida Logos, Inc. at (888) 608-0833.

The Design-Build Firm shall operate and maintain existing signals for the entire project duration or until the signal is no longer necessary and removed from service. New signals shall be operated and maintained commencing with the need for the new signal and continuing through to the project completion.

The Design-Build Firm shall contact Romona Burke at the FDOT Tampa Bay SunGuide Center at 813-615-8600 at least 90 days in advance of any necessary ITIP (Intelligent Transportation Infrastructure Program) detector removal or relocation within the project limits.

The Design-Build Firm shall notify a property owner 96 hours prior to clearing and grubbing any existing privately constructed sprinkler systems, signs or landscaping within the project limits.

3. Traffic Control Restrictions

The Design-Build Firm shall maintain the existing number of lanes on all roadways at all times, except for during permissible lane closures, traffic pacing and detours. There shall be NO LANE CLOSURES ALLOWED between the hours of 6:00 AM to 9:00 PM**.** A lane may only be closed during active work periods. Traffic pacing will be allowed during the approved lane closure hours. All lane closures, including ramp closures, traffic pacing and detours must be reported to the local emergency agencies, the media and the Department's District 7 public information officer a minimum of seven days in advance of the activity. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency or if the lane closure causes a driver delay greater than 20 minutes.

NO LANE CLOSURES are allowed on the Project on the days shown below so as to minimize potential impacts to the following events:

- University of Florida Gators football home games (Gainesville) – 7 days each year
- Kumquat Festival (Dade City) – 1 day each year
- Rattlesnake Festival (San Antonio) – 2 days each year
- Blueberry Festival (Brooksville) – 2 days each year

Any detours shall be included in the Temporary Traffic Control Plan and approved by the Department. The Design-Build Firm shall obtain written approval from local agencies for detours that utilize or otherwise impact roadways that are under the jurisdiction of those local agencies.

M. Environmental Services/Permits/Mitigation

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permitable. The Design-Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete permit packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for time extension. As the permitee, FDOT is responsible for reviewing, approving, signing, and submitting (or having the Design-Build Firm submit as an agent) the permit application package including all permit modifications, or subsequent permit applications.

All coordination by the Design-Build Firm with the Department regarding gopher tortoises shall be completed through the District Environmental Permit Office.

If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for the potential gopher tortoise burrow survey that could be impacted by the Project including any areas to be used for construction staging. The habitat shall be systematically surveyed according to the current "Gopher Tortoise Permitting Guidelines" published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to any permitting or construction activities. The Department shall have fifteen (15) days to verify the assessment once submitted by the Design-Build Firm.

Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with "exclusionary fencing" shall be reviewed and approved by the Department. The Design-Build Firm shall submit an "exclusionary fencing" plan for review prior to any "exclusionary fencing" installation. The Department shall have fifteen (15) days to review the "exclusionary fencing" plan once submitted by the Design-Build Firm.

If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for acquisition of a gopher tortoise relocation permit. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the permitee, the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. The Design-Build Firm shall submit permit applications while acting as an authorized representative for the Department for permitting purposes only. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit is approved.

Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance.

The Design-Build Firm shall be responsible for any necessary time extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for time extensions, for review and approval by the Department prior to submittal to the agencies. The Department shall have fifteen (15) days to review and provide comments on the draft submittals.

The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Department shall have fifteen (15) days to review any reports developed by the Design-Build Firm prior to submittal to FWC.

The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned right of way (i.e. utility easements, license agreements) cannot be obtained with the Department as the "permittee", per FWC requirements. Should permits in areas outside of the right of way be required, the Department will still perform the oversight of the process as described above.

The Design-Build Firm shall be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

The following Project specific Environmental Services/Permits have been identified as specific requirements for this project:

1. Social Impacts (Relocation Potential, Utilities, Title VI Consideration)
2. Cultural Impacts (None)
3. Natural Environment (Wetlands, Outstanding Florida Waters, Floodplains, Wildlife and Habitat)
4. Physical Impacts (Noise, Construction, Contamination)
5. SR 52 from Old Pasco Road to US 301 PD&E Study (consistency with approved concept)
6. Southwest Florida Water Management District – Environmental Resource Permit
7. United States Army Corps of Engineers – Individual Permit
8. Florida Department of Environmental Protection – Stormwater Discharge from Large and Small Construction Activities Permit
9. Florida Fish and Wildlife Conservation Commission – Gopher Tortoise Permitting
10. Any applicable local permits

N. Signing and Pavement Marking Plans

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria.

- On concrete bridge decks, all pavement markings shall be permanent preformed tape (per Standard Specifications Section 713)
  - Longitudinal markings (edge lines and skip lines) shall be high performance tape. White skip lines, arrows and pavement messages shall have black preformed border. Transverse lines, arrows, and pavement messages shall be permanent standard tape.
- On concrete pavement (non-bridge decks), all skip lines, arrows and pavement messages shall be permanent preformed tape (per Standard Specifications Section 713). All solid lines (edge lines, lane lines and transverse lines) shall be standard thermoplastic (per Standard Specifications Section 711).
  - Skip lines shall be permanent high performance tape with black preformed borders. Arrows and pavement messages shall be permanent standard tape with black preformed borders.
- Pavement markings on asphalt surfaces shall be standard thermoplastic (per Standard Specifications Section 711).
- All interchange guide signs (1 mile, ½ mile, and exit signs) on I-75 approaching CR 54 and SR 52 within the project limits shall be mounted overhead.
- All lane designation signs on the I-75 exit ramps approaching SR 52 shall be mounted overhead.
- All guide signs on SR 52 approaching northbound and southbound I-75 may be mounted overhead or ground-mounted.
- All overhead signs shall have either sign-mounted lighting or high intensity reflective sheeting. The design-build firm shall provide documentation demonstrating that the design meets illumination levels and uniformity ratios at the sign panel face per Volume I, Table 7.3.3 of the Plans Preparation Manual.
- The Design-Build Firm shall coordinate the Project design with the FP ID 411014-2-52-01 project (I-75 from North of SR 52 to Pasco/Hernando County Line) with regard to all interchange guide signs for southbound I-75 approaching SR 52. The FP ID 258736-2-52-01 project Design-Build Firm shall be responsible for the construction of guide signs to be located at or south of Station 1269+80 and the FP ID 411014-2-52-01 project Design-Build Firm shall be responsible for the construction of guide signs to be located north of Station 1269+80.
- The roadway design and the signing design shall be coordinated to ensure compliance with MUTCD (2009), FDOT Design Standards, and the specific requirements of the Project.
- Sign supports shall not be located inside the clear zone - and shielded by a barrier - unless justified by a right of way constraint.

O. Signalization Plans

The Design-Build Firm shall prepare Signalization plans in accordance with Department criteria. Signal work shall be required at the following intersections.

- SR 52 at I-75 (northbound entrance and exit ramps)
- SR 52 at I-75 (southbound entrance and exit ramps)

Provide three (3) monitoring sites (count stations) which will replace existing Portable Traffic Monitoring Sites (PTMS):

- Site Numbers: 140093, 140036, and 145106.

P. Lighting Plans

The Design-Build Firm shall prepare plans for roadway lighting at the I-75 / SR 52 interchange and SR 52 within the limited access right of way, underdeck lighting at the I-75 bridges over SR 52, and overhead sign lighting at various locations in accordance with Department criteria. High mast light poles shall not be located inside the clear zone - and shielded by a barrier - unless justified by a right of way constraint. All lighting shall meet applicable PPM criteria.

Q. ITS Plans

The Design-Build Firm shall prepare Intelligent Transportation Systems (ITS) plans in accordance with Department criteria.

1. The Design-Build Firm shall be responsible for designing the entire ITS to be fully integrated into the existing Tampa Bay SunGuide® Program. The Department has developed one integrated and readily scalable system configuration for future District-wide ITS deployments. The ITS shall be designed to operate from the Tampa Bay SunGuide® Regional Transportation Management Center (RTMC) and incorporate such functional capabilities as an Incident Detection System, Vehicle Detection System, advanced traveler information system, advanced traffic management system, and data storage, retrieval and analysis. The ITS shall encompass a myriad of advanced technologies including hardware integration, Microwave Vehicle Detection System (MVDS), Closed-Circuit Television (CCTV) cameras, Dynamic Message Sign (DMS), Arterial Dynamic Message Sign (ADMS), Highway Advisory Radios (HAR) and fiber optic communications systems.

2. The Design-Build Firm shall prepare the ITS construction plans package. This work effort shall include the design of a complete ITS utilizing a MVDS subsystem, CCTV Camera subsystem, HAR subsystem, DMS and ADMS subsystems, and fiber optic communications subsystems. The communication sub-systems should include as a minimum:
    - One HAR Transmitter mid-project with signs located on Northbound I-75 north of CR 54 and Southbound I-75 south of SR 52.
    - 2 Color Freeway DMS signs located on Northbound I-75 approaching SR 52 and on Southbound I-75 approaching CR 54.
    - 2 Color ADMS signs located on SR 52 approaching I-75 from both the east and west, one ADMS in each direction.
    - MVDS on the I-75 mainline at a minimum of ½ mile spacing.
    - CCTV on the I-75 mainline at a minimum of 1 mile spacing. Spacing may need to be smaller than 1 mile in order to ensure full surveillance coverage of both Northbound and Southbound I-75.
    - Dedicated CCTV to monitor all DMS and ADMS signs to be placed no more than 500’ in front of each DMS and ADMS.

3. Freeway DMS shall be on independent overhead sign support structures. An exception to the above may be granted by the Department if the Design-Build Firm provides sufficient justification demonstrating that a Freeway DMS located on an independent overhead sign support structure at a specific location is not practical.

4. Freeway DMS shall be located on overhead truss span support structures. An exception to the above may be granted by the Department if the Design-Build Firm provides sufficient justification demonstrating that a Freeway DMS located on an overhead truss span support structure at a specific location is not practical. In the case of overhead truss span support structures, the DMS shall be centered over the center through lanes. ADMS shall be located only on overhead truss cantilevers.

5. Freeway DMS and associated sign supports shall be referenced in the signing and pavement marking plans.

6. The MVDS shall be installed on steel camera poles along the mainline. The MVDS shall also be installed on concrete poles, as necessary, to provide the required one-half mile interval placements.

7. The Design-Build Firm shall perform all surveys, site visits, utility coordination, electrical service coordination, utility coordination, subsurface utility engineering (SUE) services, geotechnical services, foundation design and maintenance of traffic plan development that are necessary, including coordination with other elements of the project, for the complete design of the proposed ITS.

8. ITS communications conduit, splices, pull boxes, splice boxes, power poles, cabinets and devices shall be placed within 10 feet of the right-of-way line, or as close as possible, unless otherwise noted (see the ITS Minimum Technical Requirements (MTR) for more information), to reduce the need for future relocation or replacement without affecting existing system operation.

9. The Design-Build Firm shall also establish the necessary electrical power service, meter addresses, and accounts on behalf of the Department. The associated costs, including the monthly power service bills, for any new power service established shall be paid by the Design-Build Firm until Final Acceptance of the Project.

10. The Design-Build Firm shall procure and install all new equipment, field elements, communications infrastructure and the associated components. The equipment to be procured shall meet the requirements of the NTCIP protocol (if applicable) versions supported by the SunGuide® software specified in the ITS MTR. The Design-Build Firm shall be responsible for ensuring the proposed ITS field elements are on the Approved Product List (APL) and are 100 percent compatible with the SunGuide® software at the time of deployment.

11. The Design-Build Firm shall submit cut sheets for all proposed technologies/products that are to be procured for the Project, along with selection alternatives and the reasons for selection, to the Department for acceptance. The Department or its representative may request additional information and/or demonstration of the equipment for approval and the Department reserves the right to reject any equipment that in its discretion is

determined to be non-compliant with the Department's design standards, specifications or the requirements of this Project.

12. The Design-Build Firm may request review and release by the Department of an individual subsystem design in order to allow advanced procurement of equipment that requires a longer lead time. However, the Department reserves the right to evaluate, and potentially reject, this request based on the requirements included in this RFP, the impact to minimum system functionality or maintainability, and the needs of the traveling public. The Department's decision shall be final and the Design-Build Firm shall solely bear any associated costs or delays.

13. All components, equipment and subsystems furnished and installed by the Design-Build Firm shall be tested to determine conformance with project requirements and Contract Documents. The Design-Build Firm shall provide an ITS Inspection and Testing Plan (part of the P-SEMP) to the Department for review prior to conducting any testing or inspection services. The ITS Inspection and Testing Plan shall include: test requirements, procedures and conditions; acceptance criteria and the specific element of the Design Criteria requiring the test; and the associated necessary resources and those responsible for each type of test. Independent factory acceptance testing by the Design-Build Firm shall not be required for any proposed field elements included on the APL. See the ITS MTR for more information on ITS testing requirements.

14. The Design-Build Firm shall be responsible for the integration all ITS and communications subsystems to the hub at County Line Road (near the I-275 and I-75 Apex) (see the ITS MTR for more information).

15. The Design-Build Firm shall provide complete and comprehensive documentation of all elements of this project as specified in the ITS MTR.

16. The Design-Build Firm shall be responsible to provide locates throughout the corridor for any portion(s) of the existing adjacent or proposed system for the duration of the project when requested by the Department or third parties authorized to work within the project limits.

17. The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the ITS. The Design-Build Firm shall submit 60%, 90%, and Final design plans and technical specifications packages to the Department for review and approval.

18. The construction plan sheets identifying the final design shall include, but not be limited to:
    - Title sheet
    - Tabulation of Quantities, with reference to FDOT Pay Item Numbers
    - General Notes and Pay Item Notes
    - Legend
    - Pole Data Sheet
    - Project Layout/Overview sheets outlining the locations of ITS field elements

- Fiber optics communications and outside plant facilities and routing index sheets
- Plan sheets providing details on ITS field device locations and interface with the fiber optics communications cables, fiber optic cable routing and outside plant facilities including pull boxes, cabinets, fiber optic vaults, outlying structures and roadways, etc.,
- Roadway cross-sections at ITS field device locations
- Detail sheets for all field elements included in the final design such as mounting details, cabinet wiring diagrams, electrical wiring diagrams, grounding and surge protection diagrams, etc.
- Geotechnical information supporting ITS foundation and structure design.

The above-referenced sheets shall be included as a minimum at the 60% submittal phase. Each subsequent submittal shall include additional information which advances the design.

19. The Design-Build Firm shall prepare, submit and seek Department approval for all the required Plans, schematic diagrams, cabling/wiring diagrams, splice diagrams, and other pertinent information related to the equipment, materials and incidentals for the installation of ITS cabinets, CCTV cameras, DMS, ADMS, MVDS, HAR, communications network equipment, distribution conduit facilities, cabling, electrical power service and distribution, etc., prior to the commencement of the installation phase. (See the ITS MTR for more information on design requirements.)

20. The Design-Build Firm shall prepare detailed Special Provisions, as needed and/or identified during the project design phase, that will expand on the minimum requirements included in the ITS MTR.

21. The Design-Build Firm shall utilize the Design and Construction ITS Guideline Documents referenced in the MTR.

R. Hazardous Materials

The Department has performed contamination assessment activities based on the Conceptual Design Plans (CDP) provided in the RFP's "Reference Documents." Soil and groundwater contamination has been identified by the Department and is addressed in the attached "Contamination Plan Notes." The Design-Build Firm shall comply with the items outlined in the attached "Contamination Plan Notes". The attached "Contamination Plan Notes" shall be included in the General Notes of the Roadway Plans. All other plans that involve subsurface construction, or structure work, shall include a general note that refers to the Contamination Notes in the Roadway Plans.

The Design-Build Firm shall be responsible for contamination assessment activities at Stormwater Management Facilities (SMF) and Floodplain Compensation (FPC) locations that are different than those proposed in the CDP as well as with any design changes to the CDP that are outside the right of way, as shown in the CDP. Assessment activities performed by the Design-Build Firm shall be performed by a contractor in accordance with FDOT Project Development and Environment Manual (PD&E), Part 2, Chapter 22.

The Department shall review and approve the Design-Build Firm's assessment contractor prior to them performing the assessment activities. The Design-Build Firm shall submit to the Department a draft report reflecting their contamination assessment activities within two months of completing their work. Reports generated by the Design-Build Firm shall follow the format, as provided in the attached, "Contamination Assessment Report Format". The Department shall have up to two, separate comment and review periods of 20 calendar days each, of the Design-Build Firm's draft report. The second draft report and the final draft report shall reflect the Department's comments of the prior submitted report. Once approved by the Department, the Design-Build Firm shall provide a final report to the Department.

If contamination is identified, the contamination area shall be considered an additional identified contamination site to those identified in the attached "Contamination Plan Notes."

Remediation of contamination areas will be completed by the Department's contamination assessment/remediation contractor (CAR) during construction.

SMF sites and FPC sites that have identified groundwater contamination or soil contamination that exceed leachability cleanup target levels per Florida Department of Environmental Protection (62-777, F.A.C.), are required to be lined by the Design-Build Firm unless a groundwater modeling analysis shows the contaminated groundwater plume or soil contamination will not be affected and the Department concurs with the analysis results. The Design-Build Firm shall be responsible for performing the groundwater modeling analysis, to generate and to provide the report to the Department unless the Department has an existing groundwater modeling analysis report that is reflective of that proposed design.

The Department is currently performing a groundwater mounding analysis on SMF-25 and SMF-SW based on the CDPs and will be provided as attachments as soon as they are available.

If an existing groundwater mounding analyses is not representative of current design parameters (the Department has final determination) of the associated SMF or FPC site that the Design-Build Firm is proposing (of which does not include a liner and has groundwater or soil leachability contamination), the Design-Build Firm shall perform another groundwater mounding analysis.

Adding or removing a liner that is not consistent with existing Environmental Resource Permits, would require a permit modification.

No asbestos containing material was identified on Structure Nos. 140053, 140054, 140055, 140056 and 140057. The asbestos survey reports for these structures are provided in attached "Asbestos Survey Reports"

- The Design-Build Firm shall obtain and become familiar with the reports and utilize the reports as an aid in identify scope of work.

The Design-Build Firm shall perform an asbestos survey on existing structures that have an assigned structure number, of which the Department has not already performed an asbestos survey on, prior to performing any structure renovations, modifications or demolitions. The Design-Build Firm shall perform paint surveys (if applicable) on structures that have an assigned structure number. The Design-Build Firm shall submit to the Department a draft report reflecting their survey activities within two months of completing their work. The Department shall have up to two, separate comments and review periods of 20 calendar days each, of the Design-Build Firm's draft report. The second draft report and the

final draft report shall reflect the Department's comments of the prior submitted report. Once approved, the Design-Build Firm shall provide a final report to the Department.

a. The Design-Build Firm shall secure the services of a Florida licensed asbestos consultant to perform comprehensive asbestos containing materials (ACM) surveys on existing structures, as necessary on the project. The survey shall include sampling of all suspect ACM.

b. The Design-Build Firm shall submit the associated structure survey reports (including an operation and maintenance (O&M) plan if asbestos and hazardous paint is identified) to the Department at a minimum of two months prior to any structure construction activities.

c. The Design-Build Firm shall utilize the attached "Building Asbestos Survey Specifications" to perform and report their asbestos survey.

If asbestos is identified, the Department's CAR contractor shall perform asbestos abatement activities during construction, as necessary.

a. For previously identified asbestos, the Design-Build Firm shall provide written notification to the Department Engineer no more than two months and no less than one month prior to the date as to when the CAR can proceed with asbestos abatement activities. If the Design-Build Firm changes the date to one different than what is on the notification, the Design-Build Firm shall notify the Department Engineer immediately and the notification procedure stated above shall be followed again using a two week written notice for the CAR to proceed. The Department Engineer shall provide a copy of each notification to the CAR within three business days of being notified.

b. The Design-Build Firm and CAR shall coordinate with each other to provide the CAR ample and reasonable time, as well as staging and work areas necessary, for the CAR to perform asbestos abatement activities.

Asbestos survey reports shall be kept by the Design-Build Firm on the construction site and be available for review upon request.

The Design-Build Firm is responsible for obtaining their own National Pollutant Discharge Elimination System (NPDES) permit and to discharge produced groundwater from uncontaminated sites.

a. The Design-Build Firm shall not utilize the CAR's treatment system and/or disposal services to discharge water from uncontaminated areas.

b. If the groundwater sample results collected by the Design-Build Firm fail NPDES permit criteria for the discharge of produced groundwater from any non-contaminated site activity, the Design-Build Firm shall provide copies of their sample results and sample locations to the CAR within one business day of receiving their sample results. The CAR shall perform groundwater sampling to verify the Design-Build Firm's results. The CAR will notify the Department Engineer and Design-Build Firm of the results as soon as practical.

The CAR will provide replacement backfill for all areas of contaminated soil removal in the form of FDOT-select fill at a 1 to 1 ratio (e.g. ton-for-ton) except at areas where contaminated soil is replaced with flowable fill. Flowable fill shall be the responsibility of the Design-Build Firm, at the cost of the Design-Build Firm.

The Design-Build Firm shall provide one month written notice to the Department Engineer prior to any requests for each relocation of a CAR's groundwater treatment system.

- The Design-Build Firm shall make every effort to complete work in areas where groundwater treatment systems are being used until the system is no longer required, prior to commencing work in other areas of the Project that require groundwater treatment prior to discharge.

For any necessary sanitary sewer connections and other dewatering discharge locations, in support of the Design-Build Firm's efforts required by the CAR, access and connection shall be maintained by the Design-Build Firm throughout the construction phase of this Project unless directed otherwise by the Department Engineer.

The Design-Build Firm shall be responsible for all above conditions and requirements as well as those that pertain to utility work associated with this project.

S. Access Management

The Design-Build Firm shall ensure that the final design shall accommodate all local traffic circulation and access needs during and after construction.

T. Landscaping

1. Construction

The Design-Build Firm shall provide a registered Landscape Architect to prepare the Landscape Plans, provide Post Design Services and act as the Contractor's Landscape Quality Control representative who will oversee the establishment period. The Design-Build Firm shall provide an experienced and qualified supervisor for the landscape construction work. Qualifications for this supervisor shall include a minimum of five (5) years of experience with Department roadway landscape projects, and certification as a Florida Certified Landscape Inspector, a Florida ISA Certified Arborist, or a Florida registered Landscape Architect to provide oversight and quality control.

2. Bold Design

The Design-Build Firm's Landscape Architect shall prepare a design following the intent of the FDOT vision for Bold Landscaping following the Department's statement on the Bold Vision for Florida's Highway Beautification Program. The statement can be found on the Department's website at http://www.dot.state.fl.us/emo/beauty/Highway_Main_files/Business_of_Beautification.pdf. The Department's web page contains information about Florida's Highway Beautification Programs (http://www.MyFloridaBeautiful.com). Also, refer to the Department's Highway Beautification policy (see Attachments). Bold Landscaping per these references emphasizes the following elements.

- The use of many large trees and palms for an immediate beautification effect;
- Trees and palms of selected species, installed sizes and at appropriate spacing to facilitate ease of maintenance and sustainability;
- Landscape design that includes few if any shrubs to reduce maintenance; and
- Natural plant succession and the use of a diverse community of native and non-native species.

3. Signing Analysis and Coordination

The Design-Build Firm shall coordinate the landscaping with existing signs to remain and proposed signs and sign structures to avoid conflicts in construction, operations and maintenance as well as protect existing vegetation from damage within the Department Right of way where it is shown to be protected on the Conceptual Design Plans – Landscaping (See Reference Documents). The Design-Build Firm's Engineer of Record (EOR) for signing and pavement marking, the Landscape Architect of Record (LAOR) and the Department's Signing Coordinator shall meet to coordinate the design to avoid conflicts and maximize opportunities for Bold Landscaping.

4. Utility Analysis and Coordination

The Design-Build Firm shall coordinate the landscaping and utility improvements to avoid conflicts in construction and maintenance as well as protect existing vegetation from damage within the Department right of way where it is shown to be protected on the Conceptual Design Plans – Landscaping (See Reference Documents). The Design-Build Firm's Engineer of Record (EOR) for utilities, the Landscape Architect of Record (LAOR) and the Department's Utility Coordinator shall meet to coordinate the design to avoid conflicts and maximize opportunities for Bold Landscaping.

5. ITS Analysis and Coordination

The Design-Build Firm shall coordinate the landscaping and ITS improvements to avoid conflicts in construction and maintenance as well as protect existing vegetation from damage within the Department right of way where it is shown to be protected on the Conceptual Design Plans – Landscaping (See Reference Documents). The Design-Build Firm's Engineer of Record (EOR) for utilities, the Landscape Architect of Record (LAOR) and the Department's ITS Coordinator shall meet to coordinate the design to avoid conflicts and maximize opportunities for Bold Landscaping.

6. Drainage Analysis and Coordination

The Design-Build Firm's Landscape Architect of Record (LAOR) shall participate in coordination meetings with the drainage engineer prior to beginning the drainage analysis. No proposed plantings are allowed in the following areas: within obligate wetlands; within facultative wetlands if proposed plant species are within 25 feet of the seasonal high water of wetlands; within open water bodies; within the bottom of stormwater management facilities. Limited plantings may occur on the slopes of stormwater management facilities but are subject to coordination, review and approval by the District Landscape Architect, District Environmental Management Office, District Environmental Permit Office, District Drainage Office and District Maintenance Office.

7. Landscape Plans

The Design-Build Firm shall prepare landscape plans in accordance with applicable Department criteria, manuals, forms, design standards, and technical specifications, Florida Administrative Code rule chapter 14-40, and the Florida Building Code, latest edition.

The Design-Build Firm shall provide a Landscape implementation plan and perform the following tasks:

a. The Design-Build Firm's Landscape Architect of Record (LAOR) shall meet with the District Landscape Architect prior to beginning the work on the landscape design. Documentation of all meetings and decisions are to be submitted to the Department's

Construction Project Manager and District Landscape Architect. Meetings, activities and submittals shall be coordinated through the Department's Construction Project Manager.

b. Since the improvements shown in the Conceptual Design Plans – Landscaping are conceptual, the Design-Build Firm's LAOR, at the beginning of the design process, shall be responsible to coordinate with other disciplines, including, but not limited to drainage, utilities, and ITS to accommodate the engineering requirements, and to identify the best landscape opportunities that meet the intent of the Bold Landscaping vision mandated by the Department.

c. Outdoor Advertising (ODA) sign locations and ODA sign information shown or listed in the Conceptual Design Plans – Landscaping and the Selective Clearing and Grubbing Plans are provided as reference only. The Design-Build Firm shall verify all necessary information pertinent to ODA including: ODA sign locations, identification numbers, ownership, permit status, written notification to permit holders and view zones to be established or preserved with proposed landscaping or buffer plantings.

d. The Design-Build Firm shall locate all subsurface utility facilities and all Department owned subsurface utility facilities including ITS Communications and Power, adjacent to proposed landscape plantings. The Design-Build Firm shall take responsibility to locate, including physical exposure as necessary, all subsurface utility facilities, including all Department owned subsurface utility facilities that are affected by the scope of contract work. There will be no separate compensation for performing this utility location work. Department owned utilities are not located by Sunshine One Call of Florida and need to be located and/or designated and protected by the Design-Build Firm during construction.

e. The Design-Build Firm shall take extreme care in planting near any existing and/or new ITS, underground stormwater management and utility facilities. In order to avoid conflicts and to protect utilities, the Design-Build Firm's Contractor shall hand excavate planting pits for plants in areas near where utilities have been identified, as specified by the UA/O.

f. Refer to the Drainage Analysis and Coordination Section for planting requirements in drainage areas.

g. Provide all necessary notes, details, and Technical Special Provisions to facilitate proper installation of landscape plants.

h. Final Plans shall use the mandatory list of planting materials found in the Conceptual Design Plans – Landscaping (See Reference Documents). This list shows minimum size requirements and minimum amounts for certain species as well as other planting palette items for use. The LAOR shall coordinate with the District's Landscape Architect in order to meet the goals of the Department's "Bold Vision for Landscaping" and also to provide suitable landscape buffering for the right of way adjacent to the Tampa Bay Golf and Country Club as shown in the Conceptual Design Plans – Landscaping.

i. Provide a Health Certificate for Large Palms from the nursery of purchase certifying that palms are disease free. Ganoderma zonatu is a lethal fungal infection that affects most palms. All care shall be taken in transporting, planting, and staking activities to avoid trunk damage; such injuries to the trunks are known to increase exposure to the fungus, and increase the chances of infection. The Design-Build Firm may, at their discretion consult with a palm specialist from the Institute of Food and Agricultural Service (IFAS), or a private consultant, prior to providing the affidavit.

j. The Design-Build Firm's LAOR shall provide Post Design Services for Quality Assurance as follows: shop drawing review; plant material approval at the nursery; approval of layout prior to planting; preparing punch lists; participating in final acceptance procedures.

k. Provide an Establishment Period work plan that describes landscape maintenance activities and frequencies to be performed throughout the establishment period.

l. Following acceptance, the Design-Build Firm shall submit monthly reports which describe maintenance activities. Submit the reports to the Department's Construction Project Manager. Copies of the reports shall be sent by the Design-Build Firm to the District Landscape Architect, the Department's designated representative for District Maintenance, the Design-Build Firm's LAOR and the Design-Build Firm's Quality Control representative Landscape Architect.

m. The Design-Build Firm may select multiple alternatives to apply water efficiently to all new landscaping. If the contractor chooses to water landscaping with an irrigation system it shall be a low volume type of application (i.e. bubblers, drip tubing, emitters) and shall be a temporary irrigation system. The temporary irrigation system shall be removed at the end of the landscape establishment period and all costs for labor, removal and disposal of materials shall be included in the bid price. The proposed water and power source(s) for any temporary irrigation system shall be identified by the Design-Build Firm and approved by applicable agencies and the Department. If a temporary irrigation system is proposed the design shall be approved by the Department. The Design-Build Firm shall submit to the Department for approval a complete set of temporary irrigation plans that include plan sheets matching the landscape plan scale, installation notes, installation details, materials lists, legend, technical specifications, flow and pressure calculations, pipe sizes, connection points, thrust blocks, backflow preventers, gate valves, and technical special provision(s). The Design-Build Firm shall bear all costs and be responsible for the design, installation and removal of the temporary irrigation system. The Design-Build Firm shall be responsible for obtaining approvals and permits from applicable agencies for any proposed water and electrical power source(s), if required for operation of the temporary system. The temporary irrigation system plans shall be signed and sealed by the Design-Build Firm's LAOR and submitted to the Department at the 90% and Final Phase reviews.

n. The Establishment period requirements, activities and reports included in Standard Specification 580 will be overseen and inspected by the Department's designated representative from District Maintenance.

o. The Design-Build Firm shall perform a tree survey of existing trees and palms within the project limits. The tree survey shall identify tree and palm species and the diameter of the trunk (in inches) measured 4.5 feet from above ground (DBH – diameter at breast height). The tree survey shall also identify the disposition of the existing tree or palm (i.e. dead, poor, good, specimen, etc.). The Design-Build Firm's LAOR shall verify the accuracy of the survey data, the species identified on the survey and current disposition. Discrepancies in survey data shall be corrected by the Design-Build Firm. At the 90% submittal provide a statement on the Landscape Plans that is signed, sealed and dated by the LAOR. The statement shall identify the number of existing trees and palms to be protected and removed, the number and size of required trees and palms, the number of proposed trees and palms to be planted, and other relevant information.

p. The Design-Build Firm shall be responsible for protecting existing trees to be preserved. Trees and palms shall be protected with tree barricades. Erect tree protection barricades prior to beginning any other site work. The Design-Build Firm shall be responsible for maintaining tree protection throughout construction. Remove tree barricades only after obtaining approval by the Department's Designated Representative for District Roadway Maintenance.

q. Landscape costs shall meet the Department's $900,000.00 allocation for this project. Any variation from this amount will be reviewed by the Department and shall require acceptance by the Department.

8. 90% and Final Documents

The Design-Build Firm's LAOR shall prepare for approval by the Department, 90% and Final Landscape Construction Documents. These documents shall describe and identify in detail, the requirements for the construction of the Project. The 90% and Final Landscape Construction Documents shall be prepared in accordance with applicable Department criteria, manuals, procedures, rules, and shall include any District preferences. The 90% and Final Documents shall include, but not be limited to the following: Landscape Plans; special installation details not already covered by Standard Index 544; a plant list clearly noted and cross-referenced; identify locations of plants, trees and palms to remain, to be removed or be relocated; a landscape installation, operations and maintenance setback table which provides minimum distances for plants to be installed away from the following elements: travel lanes, side streets, ramps, bridge structures, MSE walls, fences, light poles, back of guardrails, ITS equipment (poles, cameras, pull boxes and conduit), signs and support structures, drainage structures, underground utilities, overhead wires, stormwater management facilities' seasonal high water elevations, and other necessary documentation. Setbacks, offsets and clearances (horizontal and vertical) identified in the table shall be in accordance with the Design Standards and the Plans Preparation Manuals (Volumes I and II). In addition, the table shall identify setbacks and clearances based on the District's preferences for Maintenance and Operations. The LAOR shall meet with the District Landscape Architect and District Maintenance prior to beginning landscape design tasks to coordinate preferences for setbacks, clearances for maintenance and service equipment, and areas to be maintained free of obstructions and conflicts with landscaping.

VII. Technical Proposal Requirements

A. General

Each Design-Build Firm being considered for this Project is required to submit a Technical Proposal. The proposal shall include sufficient information to enable the Department to evaluate the capability of the Design-Build Firm to provide the desired services. The data shall be significant to the Project and shall be innovative, when appropriate, and practical.

B. Submittal Requirements

The Technical Proposal shall be bound with tabs labeled for each Section with the information, paper size and page limitation requirements as listed below:

A copy of the "Written Technical Proposal" must also be submitted in electronic format on a CD/DVD. The format shall be in Microsoft Word and the file saved in PDF format and must include Bookmarks for each Section. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type. Graphics, tables, charts and photographs not embedded as part of the text of the Technical Proposal shall be held to a maximum of 15 pages and will be considered as part of the total page count of the Technical Proposal. Internet loading of the Technical Proposal shall take place in 15 seconds or less.

The maximum number of pages for the Technical Proposal shall be 25 typed pages. This page limitation does not include Section 2 Proposed Schedule, Section 4 Design Support Documents and Section 5 Preliminary Plans. Paper size shall be 8½" x 11", and additional larger charts and graphs may be provided if folded neatly to 8½" x 11". Section 2 may include a maximum of 5 pages and the page size may be 11" x 17" if folded neatly to 8½ " x 11".

Submit 1 Original, 1 CD/DVD, and 5 copies of the Technical Proposal to: John D. Ellis, 11201 N. McKinley Dr., Tampa, FL 33612

The minimum information to be included:

Section 1: General

- Paper size: 8½" x 11" or larger if folded neatly to 8½" x 11"
- Describe the Design-Build Firm's approach to the following:
    1. Maintainability
    2. Value Added
    3. Schedule
    4. Design and Geotechnical Services Investigation
    5. Maintenance of Traffic
    6. Utility Coordination/Pasco County Utility Work
    7. Environmental Permitting
    8. Context Sensitive Design and Construction
    9. Construction Methods

The following information shall be included in the Maintainability section of the approach: If slopes steeper than 1:3 (V:H) are proposed, the Design-Build Firm shall provide a solution which addresses long term erosion control and reduces maintenance cost concerns. The solution shall address the following items: continual maintenance after completion of construction, erosion protection measures, repair/re-grading procedures, and turf management procedures.

Section 2: Proposed Schedule

- Paper size: 8½" x 11" or larger if folded neatly to 8½" x 11"
- Identify if the Schedule is based on Calendar or Working Days
- The minimum information to be included in the summary schedule of anticipated major milestones and their associated phasing as follows:
    1. Anticipated Award Date
    2. Design Schedule (including review time)
    3. Design Reviews by the Department
    4. Geotechnical Investigations
    5. Permitting
    6. Start of Construction
    7. Construction Milestones
    8. Construction Phasing and major MOT shifts
    9. Utility Relocations/Pasco County Utility Work
    10. Structure Completion Date
    11. Final Completion Date for all Work

Section 3: Value Added

- Paper size: 8½" x 11"

The Design-Build Firm shall emphasize and submit the Value Added criteria, measureable standards and remedial work plan for features proposed, above and beyond that required.

Section 4: Design Support Documents

- Paper size: 8½" x 11"

Technical Special Provisions which apply to the work in the Proposal shall be identified. Technical Special Provisions shall be written only for those items not addressed by the Department's Standard Specifications.

The Design-Build Firm shall be prepared to submit to the Department during the Technical Proposal Evaluation phase any calculations, studies and/or research to support features identified in the Technical Proposal and detailed in Section 5. Preliminary Plans.

Section 5: Preliminary Plans

- Paper size: 11" x 17". Plan and Profile views of the proposed improvements may be submitted in roll-plot format. The maximum width of the roll-plots shall be 36".

The minimum information to be included in the preliminary design requirements is as follows:

Roadway

- Project Limits
- Horizontal alignment
- Pier and abutment location
- Major topographic features
- Proposed vertical profile
- Survey controls and bench marks
- Stationing along Horizontal alignment
- Connections to existing roadway
- Utility provisions/Pasco County Utility Work
- Maintenance of traffic provisions
- Roadway Typical Section
- Off-site Detours
- Selective Clearing & Grubbing (outside of the Tampa Bay Golf and Country Club area)
- Locations of slopes steeper than 1:3 (V:H)

Structures

- General Notes
- Plan and elevation
- Begin and end bridge stations
- Proposed Foundation Types and Location
- Proposed Foundation Testing requirements
- Span lengths
- Minimum vertical and horizontal clearances
- Location of expansion and fixed bearings
- Wall limits and types
- Basic material properties (concrete strengths, classifications)
- Typical pier(s) and abutment details
- Cross section of proposed superstructure showing type, size and locations of structural elements

- Proposed means and methods of construction
- Proposed method of removal of the existing structure and approaches and final disposition
- Variations and factual check of provided documentation
- Aesthetic considerations

Landscape

- General Notes
- Plant List with plant descriptions, sizes and spacing
- Planting areas depicted relative to roadway, drainage, structures, lighting, ITS and any other elements presented in preliminary plans.
- Required setbacks
- Preserved existing trees
- Outdoor advertising view zones
- Statement of how the proposed landscape will meet the Department's Bold initiative.

C. Evaluation Criteria

The Technical Review Committee shall evaluate the written Technical Proposal by each Design-Build Firm. The Design-Build Firm should not discuss or reveal elements of the price proposal in the written proposals. A technical score for each Design-Build Firm will be based on the following criteria:

Item	Value
1. Maintainability	10
2. Value Added	5
3. Schedule	5
4. Design and Geotechnical Services Investigation	16
5. Maintenance of Traffic	15
6. Utility Coordination/Pasco County Utility Work	2
7. Environmental Permitting	6
8. Context Sensitive Design and Construction	6
9. Construction Methods	15
Maximum Score	**80**

The following is a description of each of the above referenced items:

1. Maintainability (10 points)

Credit will be given for a design that minimizes periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, maintenance of

navigational system lighting, access to structure's lighting system, and quality of construction materials. Credit will be assigned for exceeding minimum material requirements to enhance durability of structural components.

2. Value Added (5 points)

Credit will be given for the extent of the Value Added coverage. Credit will be given for exceeding minimum material requirements to enhance durability of structural components.

3. Schedule (5 points)

Credit will be given for a comprehensive and logical schedule that minimizes contract duration. Proper attention should be provided to the Project's critical path elements.

4. Design and Geotechnical Services Investigation (16 points)

Credit will be given for the quality of the following elements:

- Project design (roadway, structures, drainage, pavement, etc., as applicable)
- Design coordination and plans preparation schedule
- Construction coordination plan minimizing design changes
- Geotechnical investigation plan
- Test load program

5. Maintenance of Traffic (15 points)

Credit will be given for a MOT scheme that minimizes disruption of roadway traffic. This shall include, but not be limited to, minimization of lane and driveway closures, lane widths, visual obstructions, and drastic reductions in speed limits.

6. Utility Coordination (2 points)

Credit will be given for minimizing impacts to UA/Os throughout all phases of design and construction as well as how the proposed design incorporates the Pasco County Utility work.

7. Environmental Permitting (6 points)

Credit will be given for minimizing impacts to the environment during all phases of design and construction and insuring all environmental commitments are honored.

8. Context Sensitive Design & Construction (6 points)

Credit will be given for design and construction elements that provide for a transportation facility that will meet the following objectives:

- Is in harmony with the community and preserves the environmental, scenic, aesthetic, historic, and natural resource values of the area.

- Is safe for all users.
- Solves problems that are agreed upon by a full range of stakeholders
- Meets or exceeds the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
- Demonstrates effective and efficient use of resources (people, time, budget,) among all parties.

Aesthetics will be considered in geometry, economy and appropriateness of structure type, structure finishes, shapes, proportion and form. Architectural treatments such as tiles, colors, emblems, etc. will not be considered as primary aesthetic treatments.

Credit will be given for the quality of the following elements:

- Preservation of existing trees
- Implementation of "Bold" landscaping
- Implementation of noise barrier wall
- Accommodations for existing outdoor advertising signs

9. Construction Methods (15 points)

Credit will be given for construction methods that minimize impacts to the traveling public, business owners, property owners, the environment and utilities; reduces costs; improves worker safety; and minimizes contract duration.

D. Final Selection Formula

The Selection Committee shall publicly open the sealed bid proposals and calculate an adjusted score using the following formula:

$$\frac{BPP}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal
TS = Technical Score (Combined Scores from ELOI and Technical Proposal)

The Design-Build Firm selected will be that Design-Build Firm whose adjusted score is lowest.

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. Also, if Proposed Contract Time (PCT) is greater than Maximum Allowable Contract Time (MCT) (1200 days) the proposal will be considered non-responsive.

E. Final Selection Process

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed bids. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee for each

Proposer and each Proposer's average Technical Score. Following announcement of the technical scores, the sealed bid proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Department observed holidays) after the public opening of the Technical Scores and Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

F. Stipend Awards

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be $118,145.00 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must execute with original signatures and have delivered to the Department no later than one (1) week after the Short-List has been posted, four (4) originals of the Design-Build Stipend Agreement, Form No. 700-011-14. The Short-Listed Design-Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the Design-Build Stipend Agreement will be returned to the Short-Listed Design-Build Firm.

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project". If a non-selected Short-Listed Design-Build Firm eligible for stipend compensation is deemed to be non-responsive, for reasons other than the Price Proposal exceeding the Maximum Price as established herein, as determined by the Department, then no stipend will be paid.

VIII. Bid Proposal Requirements

A. Bid Price Proposal

Bid Price Proposals shall include all required documents: Bid Blank form, Bid Price Proposal, Design-Build Proposal Of, Design-Build Bid Bond. The Bid Blank form and Bid Price Proposal shall include one lump sum price for the Project, including one lump sum price for the Pasco County Utility work, and the number of calendar days within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, wetland mitigation costs, Design-Build Firm's quality plan, construction of that portion of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy of the Price Proposal shall be hand delivered in a separate sealed package to the following:

John D. Ellis
11201 McKinley Drive
Tampa, FL 33612

The package shall indicate clearly that it is the Price Proposal and shall identify clearly the Proposer's name, and Project description. The Bid Price Proposal shall be secured and unopened until the date specified for opening of Price Proposals.